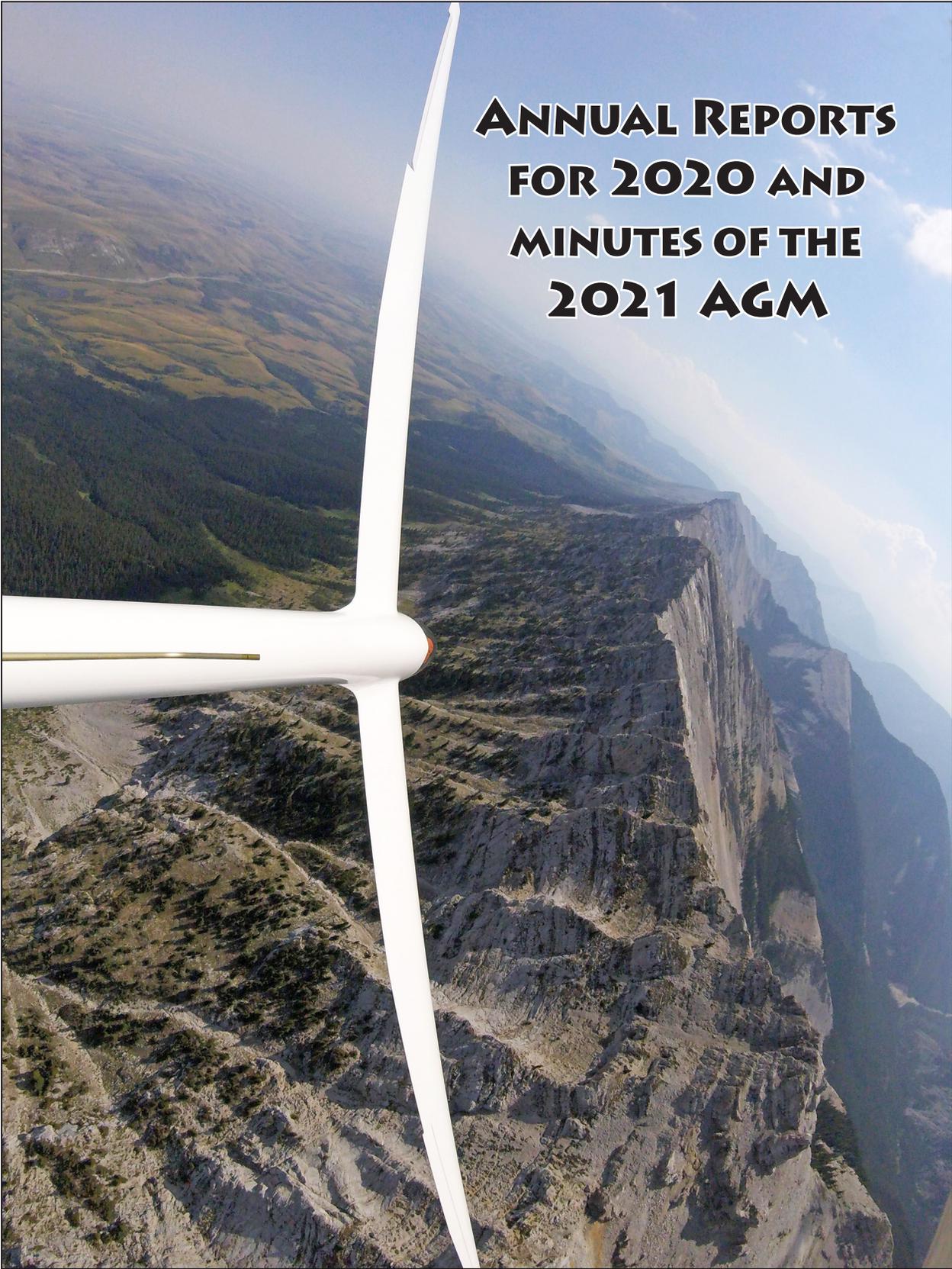


SOARING ASSOCIATION OF CANADA

An aerial photograph of a white glider wing, likely a Red Bull Air Race plane, flying over a rugged mountain range. The wing is in the foreground, extending from the left side of the frame. The background shows a vast, mountainous landscape with green valleys, rocky peaks, and a clear blue sky with some light clouds. The text is overlaid on the right side of the image.

ANNUAL REPORTS FOR 2020 AND MINUTES OF THE 2021 AGM

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Cover photo *Patrick Pelletier is running north up the spine of the Livingstone Range at a Cowley Summer Camp.*

MINUTES OF THE 2021 SAC AGM

20 March, by video conference – recording secretary, Pavan Kumar

Introduction

The 76th Annual General Meeting of SAC was called to order by president Sylvain Bourque at 13:05 pm EST, with 60 members present and 20 member clubs represented for a total of 1165 votes. A quorum was declared with 91% of the available votes represented through delegates with proxies and by individuals present. Due to the on-going situation with COVID-19, the meeting was held via video conference.

Motion #1 Moved Jeff Robinson, seconded Anny Gagnon that: *"the proposed 2021 meeting agenda be accepted."*

Vote: 1165 For, 0 Against Motion passed

Motion #2 Moved Wes James, seconded Anny Gagnon that: *"the minutes of the 2020 AGM be accepted."*

Vote: 1165 For, 0 Against Motion passed

Presentation of Reports

President's Report – Sylvain Bourque (SB)

2020 has led to the new way of meeting online. We will continue to do this to allow greater participation from clubs. 2020 individual membership fees were reduced to \$1. At the start of 2021 we welcome Tom Coulson (TC) as our new Office Manager with the planned termination of our office management agreement with COPA. Congratulations. Our website and the contact email sac@sac.ca will continue. Having a SAC member as the Office Manager will provide a better response for all members.

TC: If anyone wishes to call me, my number is (226) 476-0580.

SB: The insurance report explains the increase in rates, which was only 5.5% despite the high amount of claims in 2020. The total FLARM rebate to pilots has been high (\$21,400), with 68% of the SAC fleet having FLARM units installed based on the safety reports from clubs. Fatalities over the past 10 years have averaged 1 per year/1000 members – we all must work to reduce this figure (in Norway, it is 1/10th of that). A 2019 study by Clemens (Chessintheair.com/does-soaring-have-to-be-so-dangerous) suggests: 90% of the accidents are avoidable (but you must really work on it).

Zone Directors Election Results

George Domaradzki presented the results of the Zone Director elections for this year. All incumbent directors who were up for election in 2021 were returned to their previous positions.

- Pacific Zone: Bruce Friesen (ESC)
- Southern Ontario: Paul Parker (SOSA)
- Eastern Zone: Sylvain Bourque (AVVChamplain)

Safety Report – David Donaldson

The extensive report is in the 2020 SAC annual reports.

Flight Training & Safety Committee – Dan Cook

Spring checkouts for pilots are recommended. It has been over a year for some pilots not flying.

- *Committee changes:* – Jo Lanoë has retired from the committee and replaced by Daniel Leduc from MSC (past CFI) as the Quebec FTSC representative. Joe Gegenbauer has also retired in BC and will be replaced in Ontario by Eileen Carter (RVSS Class 1 Instructor and former Pacific Gliding Region Air Cadet Standards Officer). Thanks to all the outgoing FTSC members for their long service to SAC, the FTSC, and their personal friendship that has developed over the years."
- *Instructor training* – An online program is in progress with 30 participants, and is being prepared using *Howspace*.
- *General Aviation Safety Program (GASP)* – This general aviation program led by Transport Canada will affect all general aviation safety.
- *Other ongoing work* – Tow Plane Safety Manual, SAC training document review, Preparatory Ground Instruction notes, an Approach Speed Monitor device, a VR Condor 2 demonstrator, and Instructor Refresher Training as a Flight Instructor Revalidation Clinic. This would become one of the methods in CARs to renew the three year validity period.

Sporting Committee – Joerg Stieber

The annual report is on file. It was a quiet year; following the Seniors in Florida, all other contests in North America were cancelled. Three pilots were prepared to attend the World Gliding Championship in Germany, however we now have only one pilot lined up for the Worlds, and it is still uncertain if it will take place in 2021.

I attended the on-line International Gliding Commission annual meeting. The IGC is the FAI subgroup responsible for gliding. It manages competitions and Sporting Code rule changes for badges, records. Thirty-five nations are active in IGC, but with online meetings, participation has increased to

over forty. Tony Burton has been a member of the IGC Sporting Code committee for many years. We have seen changes to the Silver badge, and the paper declaration system is expected to be ended in the near future.

Treasurer (2020 Financial Statements and 2021 budget) – Jay Allardyce

SAC had foregone about \$65,000 in revenue by reducing its share of the SAC membership fee to \$1. Fees are returning to \$80 in 2021. SAC investments report a loss in 2020 due to COVID factors, hence it is not a reasonable indication to change our investment strategy and philosophy.

Motion #3 Moved Wes James, seconded Jeff Robinson that *“the 2020 financial statements be accepted.”*
Vote: 1165 For, 0 Against Motion passed

Motion #4 Moved Wes James, seconded Jeff Robinson that: *“the 2021 budget with its associated membership fee schedule be accepted”*
Vote: 1165 For, 0 Against Motion passed

Motion #5 Moved Roger Hildesheim, seconded Kurt Sermeus that: *“the activities and decisions of the SAC-ACVV Board of Directors for 2020 be approved.”*
Vote: 1165 For, 0 Against Motion passed

Motion #6 Moved Kerry Stevenson, seconded Wes James that: *“the Frouin Group be appointed to audit the 2021 SAC financial statements.”*
Vote: 1165 For, 0 Against Motion passed

New Business /Miscellaneous

- **There were** questions regarding Tom Coulson taking over from COPA, which will improve the relationship with club treasurers and other SAC members.
- Steve Godreau asked about prorating of insurance? Answer: This won't be offered for 2021, but clubs may give their concerns directly to Grant Robinson for possible individual action.
- The COPA management contract ends May 2021, but Tom will be gradually taking over until then. Continue to use the same *sac@sac.ca* email. Clubs are urged to update their membership lists to SAC promptly as it also serves as member insurance validation as well as the mailing address for *Free Flight* magazine.

Trophies and Awards: Bruce Friesen
Bruce presented the list of SAC trophies and awards and the recipients. The complete report is in the 2020 SAC annual reports

Motion #7 Moved Jeff Robinson, seconded Anny Gagnon that: *“the meeting be adjourned.”*
The meeting concluded at 2:46 pm.



SAC BOARD & ZONE DIRECTOR REPORTS

PRESIDENT – Sylvain Bourque et Directeur de la sécurité / Safety Director

L'Association canadienne de vol à voile a connu une année particulière pour 2020 à cause de la pandémie de la COVID 19. Les défis qu'elle nous a chacun apportés dans notre vie de tous les jours ainsi que dans les opérations à nos clubs ont ajouté un stress imperceptible sur tous, stress qui s'additionne aux autres stress que nous vivons. Il faut en être conscient et s'autoévaluer afin de décider si on est apte ou non à voler sécuritairement. Il ne faut pas juste faire une inspection pré vol de notre planeur, il faut faire une introspection sur notre condition physique et psychologique avant de voler. Bravo à tous ceux qui ont préféré rester au sol plutôt que de voler ! La pandémie a aussi mis beaucoup de pression sur les bénévoles et différents conseils d'administration de clubs, devant se réunir beaucoup plus régulièrement qu'à l'habitude pour prendre des décisions inhabituelles. Les nouveaux défis qu'on apportés la pandémie ont porté plusieurs clubs à s'entraider et à utiliser des nouveaux moyens de communication entre membres et entre clubs et aussi pour la tenue de l'assemblée annuelle de l'ACVV-SAC de mars 2020. Cette nouvelle façon de faire par vidéoconférence pour notre assemblée annuelle restera certainement en place dans le futur, donnant la chance ainsi de participer à presque la totalité des clubs.

Sur le plan administratif de l'ACVV-SAC, de gros changements sont en cours. L'entente de gestion de l'ACVV-SAC que nous avons avec la COPA depuis aout 2009 ne sera pas renouvelée cette année, après 12 ans de collaboration. Nous avons entrepris un processus de sélection parmi nos membres intéressés afin de combler cet engagement à temps partiel rémunéré. Nous avons obtenu six propositions intéressantes et avons arrêté notre choix sur Tom Coulson, membre de SOSA. Nous croyons qu'avoir un membre de l'ACVV-SAC comme gestionnaire de notre bureau national apportera un soutien administratif plus pertinent à tous nos membres. Je vous invite à lire sa bio afin d'en savoir plus sur Tom. Tom a commencé ses fonctions afin de mettre en route la transition et être prêt pour commencer la saison d'inscription 2021. Je profite de la présente pour souhaiter la bienvenue à Tom.

Avec la pandémie de COVID 19 et les grands défis que les clubs ont rencontrés en 2020, le conseil d'administration de l'ACVV-SAC a décidé que la tarification 2020 serait de 1\$ par membre et que les clubs pourraient garder le 79\$ restant pour les aider à affronter les défis de 2020. Grâce au fonds Pioneer créé dans les années 80 par des Directeurs visionnaires, ce fond a cumulé un capital qui le rend autosuffisant dans le but de combler les besoins financiers malgré une baisse du nombre de cotisations au fil des ans. Voici pourquoi nos frais de cotisations ont diminués de 120\$ à 80\$ il y a quelques années et qu'aucune augmentation ne soit nécessaire cette année. Notre fonds Pioneer nous a aussi permis de donner un congé de cotisation aux clubs et de garder cet argent afin de les aider dans ces moments difficiles.

Si vous vous demandez ce que l'ACVV-SAC fait pour vous, ou si vous vous demandez où vont les frais d'adhésion annuels que vous versez chaque année, je vous invite à lire notre rapport annuel. Les frais de cotisation de 80\$ sont déductibles d'impôt, car nous sommes une association de sport amateur enregistré comme donataire reconnu, ce qui nous permet d'émettre des reçus officiels de dons. Il est important de noter que nous avons été audités par Revenu Canada en 2015. À part quelques détails corrigés, notre opération d'une Association canadienne de sport amateur est administrée selon les règles de Revenu Canada. C'est très rassurant pour une organisation dirigée par des bénévoles. Nous acceptons également des dons pour l'un de nos trois fonds: le fonds Pioneer (à des fins générales), le fonds Wolf Mix (participation de l'équipe canadienne aux Championnats du monde de vol à voile FAI) et le fonds des cadets de l'Air / Jeunesse (bourses de formation pour les jeunes pilotes). Ces différents fonds stimulent notre sport par l'entremise des 24 clubs de planeur canadiens. Pour en savoir plus sur ces fonds, consultez le site Web.sac.ca, section SAC-AVVC / Programmes. Vous trouverez également dans ce rapport plus de détails sur certains des programmes de l'ACVV-SAC :

- Programme de bourses jeunes
- Soutien financier aux initiatives de marketing et de publicité des clubs
- Subvention pour l'organisation de compétitions régionales ou nationales
- Soutien à la participation des jeunes aux compétitions
- Financement pour simulateur de vol à voile pour les clubs
- Soutien aux compétitions mondiales de l'équipe nationale
- Formation et sécurité des instructeurs
- Offre d'un plan d'assurance de l'ACVV-SAC aux clubs
- Subvention pour la formation des instructeurs et l'amélioration de la sécurité des clubs

Le programme pour l'amélioration de la sécurité des clubs de l'ACVV-SAC est maintenant de retour pour 2020 à 2022. L'ACVV-SAC engage 40 000 \$ par an pour trois ans dans un programme visant à améliorer la sécurité dans les clubs, principalement par la formation initiale des instructeurs, la mise à jour et pour augmenter la classe d'instructeur de l'ACVV-SAC. Cet argent viendra sous forme de subventions directes à tous les clubs, partagés au prorata avec un niveau de subvention minimum de 1000 \$ pour nos plus petits clubs, qui était de 500 \$ dans le programme 2015-2017. Une liste des dépenses éligibles dans le cadre du programme d'amélioration de la sécurité est disponible, mais il pourra aussi inclure tout ce qui a rapport à la formation des instructeurs et améliore la sécurité. Pour plus d'info, rendez-vous sur notre site internet.

Côté sécurité, 32 pilotes de planeur canadiens membres de notre association sont décédés en planeur au cours des 32 dernières années, dont 9 lors des 10 dernières années. Ces tragédies sont une catastrophe pour la famille, les amis et les membres de tous ces clubs. Étant donné la gravité de ces accidents, nous ne pouvons le laisser passer sous silence. Voici pourquoi nous insistons sur l'importance

de sensibiliser tous les membres de l'ACVV-SAC qu'une vigilance particulière doit être de mise afin d'empêcher ces tragédies d'arriver. Vous devez tous vous sentir concerné. Prenez un moment pour avoir une pensée pour eux, leurs amis, conjoints, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui d'entre nous l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.

Nous constatons une tendance à la hausse des collisions en vol en planeur au cours des 10 dernières années, tuant 2 pilotes de planeur en 2011 et tuant également en 2013 un instructeur de planeur et un passager ainsi que le pilote et le passager d'un Cessna 150. La collision en vol semble devenir une cause significative de décès en planeur au Canada quand on regarde les statistiques des 10 dernières années. La vrille/décrochage avec impact avec le sol continue d'être la raison principale d'accidents mortels de l'aviation de loisir. Malheureusement en 2017 et 2016, nous avons également perdu de façon tragique deux de nos amis pilotes de planeur de la région du Québec. La même situation d'accident mortel causé par une vrille/décrochage s'est produite aussi en 2013 dans la région de l'Ontario lors d'une vache aux nationaux. Heureusement, aucun pilote de planeur n'est décédé au Canada en 2020. Malheureusement deux de nos amis pilotes de planeur canadiens sont décédés en planeur en 2019, tuant un instructeur et son élève-pilote lors d'une collision en vol impliquant un avion-remorqueur Cessna 182 et un planeur d'entraînement ASK-21. Le pilote de l'avion-remorqueur a pu atterrir par la suite. Un rapport du BST sur cette tragédie est disponible au <http://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html>

Lors des 4 des 10 dernières années, il n'y a eu aucun décès ni blessé grave au Canada. Il y a eu aucun décès en planeur lors de 15 des 32 dernières années, soit en 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 et de 1993 à 1998. Rappelez-vous que notre sport n'est pas sans risques qui peuvent devenir tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité de notre activité. Quelle sera votre implication personnelle et des membres de votre club afin d'améliorer votre sécurité et celle de tous ? En 2020, nous avons eu sept accidents et aucun décès en planeur. Nous avons des statistiques pour les 10 dernières années de 11.3 incidents rapportés et 1.01 pilote tués dans un planeur / 1 000 pilotes par année. La Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Cela est dû à leur culture de la sécurité où la formation des instructeurs est centralisée (deux semaines) et les clubs fonctionnant sous l'autorité centrale de leur fédération nationale de vol à voile sous l'autorité de l'aviation civile. Nos statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. Onze pilotes pourraient endommager sérieusement leur planeur et se blesser gravement si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Travaillons tous pour mettre l'accent sur la sécurité.

Selon les statistiques, les instructeurs ainsi que les pilotes expérimentés semblent les plus à risque. L'impact avec le sol résultant d'un décrochage/vrille est la cause principale de décès en planeur au Canada. Ayez ceci en tête au courant de la prochaine saison de vol à voile, pendant chaque vol. Connaissez-vous l'altitude requise pour sortir d'une vrille pour le planeur que vous volez ? 550 pieds serait l'altitude moyenne à laquelle vous serez incapable de vous sortir d'une vrille. Le virage de l'étape de base à final est donc l'endroit le

plus susceptible de partir en vrille mortelle. Il vous faut donc être très vigilant. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Vous verrez que les mêmes erreurs se répètent d'un club à l'autre, année après année. Faites-vous un devoir de rapporter anonymement à l'officier de sécurité de votre club tout incident dont vous êtes témoins. Il faut partager cette information avec les autres pilotes de planeur afin d'éviter que ça se reproduise à nouveau. Nous devons apprendre des erreurs des autres parce que notre vie est trop courte pour toutes les faire tous sois même.

Avez-vous pris connaissance du programme national de Sécurité (SAC National Safety Program) disponible sur notre site Internet www.sac.ca, dans la section document / safety and training ? Est-ce que votre club y a adhéré et adapté son manuel d'exploitation ? Est-ce qu'il a été mis à jour sur une base régulière ? Faites-vous des audits de sécurité périodiques (3 ans min.) ? L'expérience récente est très importante, autant que l'expérience totale. L'hiver est notre pire ennemi, diminuant drastiquement notre expérience récente. Il nous faut voler régulièrement en saison, soit plus d'une fois par mois en saison. Il ne faut pas se gêner pour faire un vol avec un instructeur si on a le moindre doute. Soyez vigilant en 2021, car avec les dernières saisons ordinaires que la majorité d'entre nous avons eues, la faible expérience récente (des 12 derniers mois) peut nous rendre à risque d'avoir un incident ou accident. Analysons chacun nos carnets de vol et comparons nos vols faits récemment avec les années précédentes afin de voir si on est à risque.

J'espère que vous savez tous que FLARM est l'un des bons moyens d'améliorer considérablement la sécurité et d'atténuer les accidents mortels en vol impliquant des planeurs. (flarm.com) Une façon prouvée très efficace est d'investir dans l'achat d'un Power FLARM. On nous rapporte que plus de 197 unités FLARM (68% des aéronefs des clubs ou membres de l'ACVV-SAC) furent en fonction en 2020 dans nos clubs canadiens. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC et recevez un retour de 5% par année sur les primes d'assurances. Aussi, un programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs canadiens à promouvoir des initiatives liées à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un Power FLARM ou de toute autre dépense qui améliore la sécurité à votre club. Un Power FLARM coûte environ 2 500\$, alors votre vie vaut combien ? Posez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action. J'espère que mon prochain mot du président débutera par : « Heureusement, aucun de nos amis pilotes de planeur canadien est mort en planeur en 2021. »

Maintenant sur un meilleur ton, nous sommes privilégiés d'être entourés par une équipe extraordinaire de directeurs, de directeurs des comités et de ses membres ayant tous des compétences professionnelles diverses avec de l'expérience aéronautique complémentaire. Je profite de l'occasion pour remercier tous ces volontaires pour leur travail acharné pour l'ACVV-SAC.

Chaque année, la moitié de nos six directeurs du conseil d'administration de l'ACVV-SAC sont élus pour un mandat de 2 ans. Les directeurs des zones de l'Alberta, des Prairies et de l'est de l'Ontario furent réélus cette année sans opposition. Les membres du conseil d'administration de l'ACVV-SAC sont composées de :

Sylvain Bourque – Directeur de la zone Est depuis 2005 et Président depuis 2010, précédemment V-P de 2006 à 2009

Sylvain a commencé à piloter des planeurs en 1994, depuis il est un membre actif de l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, le remorquage et dans sa gestion en tant que trésorier de club. Il est instructeur de planeur de classe 1, détient une licence de pilote professionnel d'avion et un certificat avancé de pilote de drone. Il est également examinateur radio aéronautique et agent autorisé pour les licences planeur. Il est fier de faire partie de ce conseil d'administration composé de gens de tous les horizons qui sont très impliqués et qui représentent bien les intérêts de la communauté vélivole.

George Domaradzki – Directeur de la zone Est de l'Ontario depuis 2014 et V-P depuis 2016

George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et chef instructeur à Rideau Valley Soaring. Il coordonne les cours théoriques de pilote de planeur pour la région d'Ottawa et a donné diverses présentations théoriques. George est le fier propriétaire d'un ASW-20 qu'il vole chaque fois qu'il n'est pas prévu pour l'instruction. Il a pris sa retraite du gouvernement fédéral en tant que démographe en 2011, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine. Il aime voyager dans des contrées lointaines pendant les mois d'hiver.

Paul Parker – Directeur de la zone sud de l'Ontario depuis 2019

Paul adore voler, il a obtenu sa licence de pilote d'avion à 18 ans, mais il s'est mis au vol à voile dès qu'il fut possible. Il a étudié en Australie et a rejoint le Canberra Gliding Club en 1983, avant de devenir instructeur en 1986. Il a ensuite déménagé en Angleterre où il a enseigné au Lasham Gliding Club. De retour au Canada, il a pris une pause de 16 ans alors que ses enfants étaient jeunes. Ensuite il a rejoint SOSA, où il aime enseigner et aussi voler sur la campagne. En 2018, il a remporté les championnats canadiens dans la catégorie Club puis il a participé aux championnats panaméricains de vol à voile en 2019. Il aime partager sa passion du vol à l'énergie solaire.

Jay Allardyce – Directeur de la zone des Prairies depuis 2012 et trésorier depuis 2018, précédemment secrétaire de 2014 à 2017

Jay a commencé à traîner autour de l'aérodrome à l'âge de sept ans et commença des leçons de pilotage dès qu'il était capable d'atteindre le palonnier. Il pilote des planeurs depuis 2001 et est particulièrement passionné du vol sur la campagne. Il est le chef instructeur et pilote de remorqueur au Winnipeg Gliding Club. Il a participé à plusieurs compétitions de vol à voile et a été pendant plusieurs saisons le champion junior OLC au Canada. Jay possède une part d'ASW-19 avec un partenaire et aime faire des vols voyages quand c'est possible. Pour financer sa passion, il travaille en tant que directeur d'une entreprise en aéronautique qui achète, vend, loue et démonte des pièces d'avions régionaux. Quand il n'est pas dans l'air, il aime jouer au hockey et au Golf.

Pavan Kumar – Directeur de la zone de l'Alberta depuis 2019

Pavan a fait sa formation de pilote privé avec les cadets en 2011 et est devenu un pilote remorqueur avec le club de Saskatoon. Avec Saskatoon, il a complété sa formation de pilote de planeur et son annotation d'instructeur. Depuis sa fondation en 2013, il est main-

tenant chef instructeur du club Lethbridge. Ils appellent Cowley leur base et accueillent les autres pilotes des autres clubs de venir voler avec eux, essayer un treuil leur Grob twin remis à neuf et invite à collectionner les diamants à cette mine canadienne de diamants. Ses objectifs sont le vol en montagne, la voltige, développer le site de planeur de Cowley et former des amis pilotes et instructeurs.

Bruce Friesen – Directeur de la zone du Pacifique depuis 2016

Bruce est fasciné depuis toujours par les machines volantes. Ce n'est qu'après un vol de familiarisation en 1969 qu'il trouve sa passion « le planeur a grimpé, sans moteur! ». Depuis 1983, il poursuit cette passion d'extraire autant d'énergie que possible de l'atmosphère en jouant aux échecs avec le ciel tout en se concentrant sur de longs vols avec son Austria Standard en bois, ça Scarlet Lady. Son frère cadet, le Discus, s'est récemment joint à son Austria Standard. Il n'est pas pilote de remorqueur ni instructeur, mais Bruce espère contribuer à ce sport en tant que membre du conseil d'administration de l'ACVV-SAC et comme historien de l'ACVV-SAC. Retraité, il vit sur la côte ouest comme un vagabond, appréciant voler sur de nouveaux sites. Lorsqu'il ne plane pas, on peut le trouver au Musée canadien de vol à l'aéroport de Langley polissant des avions anciens et faisant la promotion enflammée du vol à voile aux mordus de l'aviation qu'il rencontre.

Tom Coulson – Gestionnaire du bureau de l'ACVV-SAC depuis 2021

Tom a effectué son premier vol à l'automne 1979, avec un camarade de classe alors à l'université, au SOSA Gliding Club. C'était trop beau et il a commencé les cours de vol à voile au printemps 1980. Il est devenu instructeur en 1988 et aime toujours transmettre aux autres le plaisir du vol à voile. Il a occupé de nombreux postes au sein du conseil d'administration au fil des ans et est actuellement le trésorier du club. Il trouve encore le temps de faire du cross-country avec son Mosquito. Avant de prendre récemment sa retraite, Tom a travaillé dans l'industrie aéronautique en tant que concepteur de logiciels.



The Soaring Association of Canada had a special year in 2020 due to the COVID-19 pandemic. The challenges it has brought in our day-to-day lives, as well as in our club operations added an invisible stress on the pilots which adds to the other stresses that we live with. We all have to be aware of this, and not be shy about evaluating ourselves in order to decide whether or not you are fit to fly safely. We don't just have to do a pre-flight inspection on our glider, we have to do some introspection on our physical and psychological condition before flying. Well done to all those who decided to stay on the ground rather than fly! The pandemic has also put a lot of pressure on the various clubs boards to meet much more often than usual.

The new challenges brought by the pandemic led several clubs to help each other and to use new means of communication among members, among clubs and also for the holding of the annual meetings of the SAC in March 2020 and in March 2021. This new way of doing videoconferencing for our annual meeting will certainly remain in place in the future, giving all clubs a better opportunity to participate.

On the administrative side of SAC, big changes are underway. The management agreement that we have had with COPA since August 2009 will not be renewed in 2021, after twelve

years of collaboration. Instead, we invited applications from our members and have undertaken a selection process to fill this part-time paid Office Manager position. We obtained six interesting proposals and selected Tom Coulson, member of SOSA. We believe that having a SAC member as office manager will bring more relevant administrative support to all SAC members. I invite you to read his bio to learn more about Tom. Tom has taken up his post to start the transition and be ready to start the 2021 registration season. I take this opportunity to welcome Tom.

With the COVID-19 pandemic and the great challenges clubs faced in 2020, the SAC Board decided that the 2020 membership fees would be \$1 per member and that clubs could keep the \$79 remaining to help them face the challenges of 2020. The Pioneer Fund created by visionary directors have grown since 1980 to a level that makes it possible to compensate for this loss of membership fees. That is also why our membership fees dropped from \$120 to \$80 a few years ago and no increase is needed this year. The Pioneer Fund also allowed us to give the 2020 SAC membership leave back in order to help clubs in these difficult times.

If you ask yourself what SAC is doing for you, or if you wonder where the SAC annual membership fee that you are giving every year goes, I invite you to read our annual financial report. The SAC membership fee is tax deductible since we are a RCAA and can issue official donation receipts. In 2015, SAC was audited by the CRA. Except for a few corrected details, our Canadian amateur athletic association (RCAA) is administered in accordance with the CRA rules. This is very reassuring for an organization run by volunteers. It is also very reassuring to have devoted directors on our board. We are also accepting donations that are also tax deductible to any of our three funds: the Pioneer Fund (for general purpose), Wolf Mix Fund (Canadian team participation in FAI World Soaring Championships), and the Air Cadet / Youth fund (soaring training bursaries for youth members). These funds stimulate our sport in Canada through its clubs. For more info on these funds, look at the *sac.ca* website, SAC / Programs section. You will also see in this report more details on some of these SAC programs:

- Youth bursary program
- Financial support for club marketing & publicity initiatives
- Contest hosting grant for clubs
- Youth contest support
- Soaring simulator funding for clubs
- National team world contest support
- Instructor training & safety
- SAC insurance plan
- Safety improvement grant

The SAC Safety Improvement Grant is now back for 2020 to 2022. SAC is committing \$40,000/year for three years 2020-22 in a program for the purpose of enhancing safety in clubs, mainly for instructor initial training, refresher and class upgrading. This money will come in the form of direct grants to all clubs, shared on a pro-rata basis starting with a minimum grant level of \$1000 available to our smallest clubs, which was \$500 in the 2015-17 program. The FTSC will prepare a list of eligible expenditures under the program that will include anything related to in-

structor training or safety enhancements. For more information, please visit our website.

Thirty-two Canadian glider pilots lost their lives in gliding over the last 32 years, nine in the last ten years. All these fatal accidents were catastrophic for the family, friends and for the members of these clubs. Due to the gravity of these fatal accidents, we can't ignore them. This is why I put so much importance to make sure all SAC members raise their awareness to the highest level and protect themselves and their fellow pilots from repeating these tragedies. We all need to be concerned about the risks related to our sport. Take a moment to have a thought for them, their friends, spouse, kids, mother, dad and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself.

We see a rising trend of glider midair collisions in the last ten years, killing two glider pilots in 2011 and also killing a glider instructor and a passenger and the pilot and passenger in a Cessna 150 in 2013. Midair collision is now the leading cause of glider death in Canada if we analyze the fatality statistics of the past ten years. Stall/spin to the ground continues to be our number one fatal accident category. Unfortunately in 2017 and 2016, we tragically lost two of our glider pilot friends from the Quebec region, each in a stall/spin to the ground. The same accident happened in 2013 in the Ontario region in an outlanding at the Nationals. Unfortunately, there was a double fatality in a glider in Canada in 2019, killing an instructor and a student pilot in a midair collision involving a Cessna 182 towplane and an ASK-21. The towplane pilot was able to land after the collision. The TSB report on this tragedy is available on <http://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html>

On four of the last ten years, there was no fatality or seriously injured pilot within SAC. There was no fatality on 14 of the last 32 years, so in 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 and from 1993 to 1998. Remember that our sport is not without serious risks that can become tragic. We have to do everything possible all the time to improve the safety of our sport. What is your personal participation in safety for yourself and for all? For this year, our members had seven accidents and no fatalities. Our last 10-year average is 11.3 accidents and 1.01 fatality/1000 pilots per year. Norway has a fatality rate of 0.1 fatality/1000 pilots per year! This is due to their Safety Culture where centralized instructor training (two weeks) and clubs operating under central authority of their Soaring Federation through their Civil Aviation Authority. Our statistics suggest that one of our club members could die gliding this season and eleven may either seriously damage their gliders or be injured if we don't raise our safety and self-discipline level. Let's all work towards that necessary emphasis on safety.

Instructors and experienced pilots seem more at risk if we look at the statistics. Next season, have this in mind on every flight. Do you know the altitude required to get out of a spin in the glider that you fly? The average altitude under which you will be unable to get out of a spin is about 550 feet. The turn from the base to final is therefore the place most likely to go into a deadly spin. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your

safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process is anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, the same mistakes seem to be repeated in clubs. We have to learn from the mistakes of others because our life is too short to make them all ourselves.

Have you read the SAC National Safety Program available on the SAC website, in the *document / Safety and Training* section? Does your club follow it and include it in the Operations Manual? Is it being updating on a regular basis? Are you doing a Safety Audit on a regular basis (every three years)? Recency is very important as much as the total experience. Winter is our worst enemy as it lowers our currency. Fly often during soaring season, more than once a month, or at least do a circuit with an instructor before flying if you have doubts. Be vigilant in 2021 because many of us have low recent flying time and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your log book and compare the flight time you did recently with the previous years to see if you are at risk.

I hope you all know FLARM is one of the good ways to significantly improve safety and mitigate fatal midair accidents involving gliders. It is a proven device and a very good investment for your safety. We are told that more than 197 FLARM units (68% of the SAC clubs and members fleet) were used in 2020 in Canadian clubs. Depending on the value of the glider, the Power FLARM pays for itself in 7–12 years when you insure with the SAC plan because of the 5% rebate on insurance premiums you receive every year. A Power FLARM costs around \$2,500 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club to take action. Please let my first words from next year's report be, none of our friends died in a glider in Canada in 2021.

Now on a better note, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I want to thank all these volunteers for their hard work with SAC. Every year, three of our six SAC directors are up for election. The Alberta, Prairies, and Eastern Ontario Zone Directors were re-elected this year by acclamation. The members of the Board of Directors for 2021 are:

Sylvain Bourque – Eastern Zone Director since 2005 and President since 2010. Also served as VP from 2006 to 2009.

Sylvain first flew a glider in 1994, since then has been an active member of AVV Champlain, involved in training, towing, and in his club's management as treasurer. He is a Class 1 glider instructor, holds an Airplane Commercial Pilot Licence and advanced drone pilot certificate. He also is an aeronautical radio examiner, and an authorized person for licensing. He is proud to be part of this board which has such a wide variety of backgrounds and a huge involvement in the soaring community.

George Domaradzki – Eastern Ontario Zone Director since 2014 and Vice-President since 2016

George has been flying gliders since 1998 and is an instructor since 2004. He is currently President and Chief Flight Instructor

of Rideau Valley Soaring. He also coordinates the Ottawa area glider pilot ground school and has given theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instruction. He retired from the Federal Government where he was a demographer, enabling him to carry out more flying and instruction during the week.

Paul Parker – Southern Ontario Zone Director since 2019

Paul loves flying, obtained his PPL at 18, and turned to gliding as soon as he could. He studied in Australia and joined the Canberra Gliding Club in 1983, becoming an instructor in 1986. He then moved to England where he instructed at the Lasham Gliding Club. Returning to Canada, he took a 16-year break while his children were young and then joined SOSA where he enjoys instructing and flying cross-country. In 2018 he won the Club class at the Canadian Nationals and then flew in the Pan American Gliding Championships in 2019. Sharing solar powered flight is a passion.

Jay Allardyce – Prairie Zone Director since 2012 and Treasurer since 2018. Also served as SAC Secretary from 2014 to 2017

Jay began hanging around the airfield at the age of seven and started taking lessons as soon as he was able to reach the rudder pedals. He has been flying gliders since 2001 and is particularly passionate about cross-country soaring. He is the Chief Flight Instructor and towpilot at the Winnipeg Gliding Club. He has flown in several soaring competitions and was the junior OLC champion for Canada for several seasons. Jay owns a share in an ASW-19 with a partner and enjoys flying cross-country whenever possible. To fund his addiction, Jay works as a Director for an aviation company that buys, sells, leases, and parts out regional jets. He enjoys playing hockey and golf when he can't be in the air.

Pavan Kumar – Alberta Zone Director since 2019

Pavan completed a PPL with the Air Cadets and in 2011 became a towpilot with Saskatoon Soaring Club. With SSC he completed both GPL and FI before moving to Lethbridge and has served as CFI of the Lethbridge Soaring Club since it started flying in 2013. They call Cowley their home field and he welcomes other clubs and pilots to fly with them, learn to winch in their newly refurbished Grob Twin Trainer, and collect diamonds at Canada's Diamond Mine. Current goals include mountain soaring, acro training, developing the Cowley Soaring Center site, and training of fellow pilots and instructors.

Bruce Friesen – Pacific Zone Director since 2016

Bruce was fascinated with flying machines early in his life, it was only after a familiarization flight in a glider 1969 that Bruce found his passion – “the glider climbed, without an engine!” Since 1983 he has pursued that passion to extract as much energy as possible from the atmosphere and to play chess with the sky, focusing on long flights in his wooden Standard Austria, the Scarlet Lady, and his Discus, Kilo Lima Lima. Not a towpilot or an instructor (Class 4 medical), Bruce hopes he can contribute to the sport of soaring in Canada as a member of the SAC Board and as SAC Historian. He is retired and living on the West Coast, but is a bit of a soaring vagabond, enjoying flying at new sites. When not soaring, he can be found at the Canadian Museum of Flight at Langley Airport, polishing old aircraft, and promoting soaring to the aviation-minded folks he meets.

Tom Coulson – SAC Office Manager since 2021

Tom had his first flight in the fall of 1979, with a then university classmate, at the SOSA Gliding Club. This was “too good” so he started gliding lessons in the spring of 1980. He became an instructor in 1988 and still enjoys passing the joy of soaring on to others. He has held many Board positions over the years and is currently the club’s treasurer. He still finds time to do some cross-country flying in his Mosquito. Before retiring recently, Tom worked in the aviation industry as a software designer.

PACIFIC ZONE – Bruce Friesen

Well, that was interesting, wasn’t it, 2020? As was the case across Canada, each Pacific Zone club responded to the challenge in a manner consistent with that club’s culture and circumstances. And in each case rose to the occasion.

I had the pleasure of visiting with each of the three Pacific Zone gliding operations during 2020, and was struck in each case by the spirit, enthusiasm and creativity of those communities. My compliments go to the hard working Board members and facilities managers and fleet managers whose jobs became much more challenging last year. I know some of those folks stepped into roles reluctantly, doing their duty, and were handed much more work than expected. Thank you!

Last year in this space I made the pitch to pilots from other parts of Canada to visit with us out west of the Rockies. That was singularly ill timing, was it not (yes, a bad pun). Perhaps 2021 will also be a time close to home. Wishing you great soaring and wonderful comradery wherever you fly.

Alberni Valley Soaring Association – Allen Paul

Like so many other gliding clubs, COVID-19 had a significant impact in 2020 on the Alberni Valley Soaring Association. The flying season was delayed until July due to concerns about the precautions required to make flying a safe experience with minimal health risk. Due to the uncertainty, we realized that with a shorter flying season it would not be prudent to operate the PW5 without knowing how many members would want to fly and how many hours would be flown. Consequently, the club parked the PW5 for the summer and instead encouraged members to fly their private gliders and the PW6 operated by the Vancouver Island Soaring Centre (VISC). This helped make VISC a more viable operation over the shorter season.

With the PW5 out of the picture for the summer, the club emphasis moved towards making the best use of SAC bursary funds to provide more flying opportunities for our youth. This year the club obtained SAC funding for three bursaries. One went to a young former Air Cadet who was able to top off the funds to achieve his glider licence. The other two were awarded to deserving youth who had previously acquired their glider licence through the Air Cadet program. They used the funds to hone their flying skills in the higher performance PW6 glider and to enhance their ability to find and explore thermals and ridge lift. Thank you to SAC, VISC and to the club members for the financial support which has been instrumental in defraying some of the training costs to our younger members.

We continue to look at options for improving the surface condition of the grass in the staging area and on either side of the runway. The grass strip alongside the runway which serves as our alternate landing area has now been rolled several times as has the grass staging area which will make it much easier to push gliders on and off the runway. Additional seeding activity occurred last fall with more seeding to follow this spring to thicken the grass coverage in the staging area.

Despite COVID-19, our membership continues to increase at a slow but steady rate. In 2020 we recorded total membership of 25, an increase of 5 from 2019. Our effort this year will focus on retaining that growth. On the instructional side, the VISC PW6 flew several recurrent training flights for local and visiting glider pilots. Two students completed the glider pilot training syllabus and will be concentrating on increasing their experience on the club PW5 in 2021. Three power pilots also completed their conversion training and obtained their glider licences.

We expect 2021 to be another building year for our club members. Having learned how to provide a safe flying environment in the age of COVID-19, our goal in 2021 is to bring the PW5 back online and increase its utilization. With the gliders remaining assembled in the hangar and having access to air tows seven days a week from VISC, the PW6 and PW5 are available to offer members and visitors the opportunity to fly for several hours at a time on weekdays and weekends. For glider pilots looking for a small friendly place to visit in 2021 we hope you’ll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley.

Canadian Rockies Soaring Club – Wes James

Our season kicked off on 9 April when Trevor took off in his H301 “ZAP”. He reported an abundance of snow high in the Rockies and Purcells.

Our club membership dropped by 20% and OLC points dropped by 28%. Will this trend carryover to 2021? Perhaps, as COVID-19 still affects us due to our reliance on out-of-province pilots. An early and efficient vaccination rollout will allow lessening of travel restrictions. We will cheerfully welcome visiting pilots that wish to enjoy the experience of soaring in our amazing valley. We had two scholarship students this summer. Thanks to support from our club members, Gord and Charlie, the students had two weeks of training.

If any glider pilot does not fly with a FLARM. Shame! FLARM helped save a pilot’s life after a flying incident in the nearby Rockies. I sincerely hope all pilots have one installed in their glider.

Vancouver Soaring Association – Ray Aherns

2020 will long be remembered for COVID-19 and its effects on VSA’s operations. The pandemic took hold just as we were about to begin flying operations, causing a huge amount of uncertainty and concern. With new information daily, it took a while to establish VSA’s C-19 protocols and commence operations. After the slow start and delayed membership renewals, our operations began on a limited scale as we endeavoured to save costs where we could, while continuing to be able to offer tows and limited instruction. There was understandable reluctance among some members to visit the airfield. Several cautious members chose to limit their flying or stayed away entirely.

The reduced flying operations were due to other factors as well. These included delaying flight insurance for a single-seat glider, and one two-seater was not operational while an Airworthiness Directive was being resolved. We also experienced a reduction in our capacity to offer instruction, and the club seemed generally less organized than it usually is. As a result, both flying and social activities were notably quiet and a number of members probably felt somewhat disconnected from the club.

Members who remained active reported some excellent soaring days with a Diamond flight recorded. Those who flew club gliders found them available. The club was able to organize an away trip to Invermere, where participants enjoyed some excellent flights. Unfortunately the trip is now famous for a crash incident, an amazing rescue and a wonderful health recovery.

One significant effect of our C-19 protocols was the restricted use of our clubhouse. Some limited (and distanced) outdoor socializing highlighted how important socializing is to the culture of our club and how enjoyable it will be to get back to normal. Participants in club activities were generally very good at adhering to C-19 safety measures and we received no reports of any of our members being infected.

The numbers: Our flying season was much shorter due to the late start, and the club lost more than two months of the best soaring weather. Having decided as part of our C-19 protocols that VSA would not accept ab-initio students nor offer familiarization flights, together with reduced participation of members, the club's total number of flights fell to 357, which is only 43% of 2019's 833 flights.

VSA's active flying membership fell from 48 in 2019 to 39 in 2020. We expect a further reduction in 2021, which is cause for serious concern. With C-19 protocols delaying acceptance of new students, rebuilding of membership currently relies on recruitment of licensed pilots that need minimal training. We hope when the pandemic is over that some past members will rejoin us.

We experienced five incidents, one ground handling accident and one of our members experienced an accident while flying from a different location. Details are covered in the report of our Safety officer.

The outlook; unlike 2020, C-19 procedures are already in place for the coming season. We expect the season to start as soon as the weather permits, with our entire fleet operational. C-19 procedures are under review in response to requirements that have been developed by government agencies and our members expect to comply with more formal procedures for at least the early part of the 2021 season.

ALBERTA ZONE – Pavan Kumar

What is left to say about 2020? That there is a lot to be proud of in our gliding community across Canada. I am proud of SAC supporting the clubs with the uncollected fees. Proud of the Alberta clubs for following guidelines and taking great cares to reduce transmission and keep our members safe while still allowing flying activities. Proud of so many great flights and

accomplishments made this year and written about in *ASCent* and *Free Flight*.

This year saw many challenges to the utilization of SAC programs and funds, cancelled a national contest here in Alberta, and saw an increase in the number of incidents despite the significant decrease in the number of insured aircraft. Alberta also saw the loss of the Sport Connect program that had provided funds to the Alberta Soaring Council (ASC). Those funds were used to remunerate two executive directors to do the work of ASC and help maintain the assets of a winch at Cowley, and the Scout towplane CGPCK. Without this support, the directors have chosen to stay on as volunteers and the clubs have joined together to fund the costs of these assets in a cost recovery fashion.

I am heartened by the love for our sport in Alberta. 2021 brings much hope, anticipation. I look forward to continuing being a part of it and helping all our clubs as the Zone director to SAC.

Cu Nim Gliding Club – Ben Hornett

Through this great community and the collective efforts of its members, we overcome gravity, rise above the land and set our minds free. Soaring over fields and rivers, sailing among the clouds of this big sky country, riding that great mountain wave. When the day is done, we sit with friends and we wonder – was it all a dream?

Pawnee C-FTTY – Without a towplane due to the in-flight accident last year, and wanting a more powerful tug, the club decided to look for a Pawnee replacement. After the first candidate did not meet criteria, the clouds of the COVID-19 pandemic gathered overhead. Nevertheless, through much perseverance, a different Pawnee was eventually purchased and recovered from North Dakota to begin a lengthy inspection and import process back in Alberta. It wasn't easy and Soren has more than one period of border-crossing induced isolation to prove it.

Intro to Gliding – In April, Al Hoar and Casey Brown ran Intro to Gliding sessions. Originally planned as in-person events, they shifted to online and generated a great response and interest in gliding and the club.

COVID-19 planning – As society was still adjusting to the shut-down of much activity, Cu Nim members began in earnest in late April to plan for a delayed season opening. Rather than wait for guidance and examples to follow, Cu Nim developed plans and guidance based on the staged re-opening set out by the Alberta Government. Once order CMOH 19-2020 was released on 14 May, we now had confirmation of a path to opening for the season. On 3 June Cu Nim led the way for Alberta gliding clubs in 2020.

ASK21b C-FXCN – Given the uncertainty on whether flying would be possible in 2020, the purchase of the ASK-21b was stalled early in 2020. Arranging payment, shipping, customs, import, inspection, and registration was the second fleet challenge of 2020 – a challenge answered by Patrick and Sandy (plus many more). By mid-July it entered service and has been the training workhorse ever since.

Passing of Phil Stade – Though Phil's fate had been certain for a long time, preparing for his passing did not lessen the loss felt at Cu Nim. As the day drew close, a fly-past was arranged which included private aircraft and the club's DG-1000 on tow. With the funeral being limited in numbers, a gathering was held at the club to remember Phil and all he did for Cu Nim and the gliding community in Alberta.

Student flying – There was so much interest in learning to glide this summer that we had to turn people away. Those who did make it in the door included those new to flying and others converting from powered aircraft or regaining their currency after many years absent. Perhaps for the first time in Cu Nim's history, twin 13-year-old boys joined. Joshua and Kaleb Bagrowicz quickly learned to glide and are eagerly anticipating their first solos, but they'll have to wait until at least December when they turn 14.

Summer Cowley – I think the summer camp benefited from people staying within the province and saw record numbers when comparing to the last few years. It was hot and the flying was great. Cu Nim single-seaters retired early when the DG-303 was damaged in a runway collision (and subsequently was an insurance write-off), then the ASW-19 needed a Hotelier connection replaced.

Purchase of a PW5 – A single-seater was now quickly needed, and members came together and agreed to purchase a PW5 based in Invermere. In contrast to the previous two fleet additions of 2020, the PW5 was paid for and flying at Cu Nim in less than a week. It serves new solo pilots and those working on Bronze and Silver badges.

Fall Cowley – Fall Cowley is the stuff of legends. Once again, Cowley attracted record numbers of pilots when looking at recent years of activity. Those who came were rewarded with warm weather and wonderful wave flights.

As of Halloween, we are still flying (although we did have a pause due to snow). We're on the lookout for the next single-seat aircraft. Flying will continue as long as it stays warm enough. So much happened this year that it really does feel like a dream. I couldn't have hoped for a better gliding season for the club given the uncertainty at the opening of the season, and I am eagerly anticipating 2021.

Lethbridge Soaring Club – *Bruce Aleman*

With the pandemic lockdowns stretching over what could have been an early season start, it was difficult to know what the right decision was. We could have been operational in early April due to favourable weather and field conditions, but that time was spent in uncertainty. With the situation opening up over June with the provincial stage two, it looked like a season could begin. We began the year with an AD on the Grob push-rod. It had to be removed and drilled at the bottom to check for trapped water and rust, happily neither was found. Then we got to reinstall it and the rudder.

We finally met at the field in early July for the first setup days and season checkouts. From there, the 2020 season was good, but we still faced a lot of challenges. Over the course of the

year we had some beautiful conditions at Cowley for training flights and solo time. A look back at our season on Facebook shows the incredible thermal conditions in the summer, a sport flyer visit, the late summer smoky haze, and excellent wave flights in the fall. All in all our students made progress, our members pulled off some memorable flights, and we maintained a safe operation. One of our highlights was a midweek flying event during the summer when members' off work schedules coincided. Several of our children were enthusiastic attendees and got significant golf cart and Kubota time. It was enjoyable for all.

These positive aspects to the season are good to recognize, but we also face challenges. The low membership in LSC coupled with the availability of the members means we do not fly every weekend, and usually only for several days of the ASC camps. With rising costs for insurance on the gliders and the winch, and the absence of intro flight revenue this year, the financial conditions were a challenge.

We had a mishap with the winch when a link was swallowed and chewed up the rollers. Also an oscillator that feeds the line to a drum failed from lubrication issues. Over the winter we plan to rehabilitate and/or replace winch components so that both drum trains are fully operable.

Our trusty 2-22 that was the glider used to kick start the LSC has been sold. Our initial skepticism at the offer from Indonesia changed as progress was made over the summer. All the paperwork for the sale and export has been completed and the old XUB glider is travelling overseas. Geoff Minors took care of all the details.

Edmonton Soaring Club – *Thorsten Duebel*

The 2020 season at the Edmonton Soaring Club was one of the more challenging for us in recent years – the pandemic affected us in many ways. In March, when the pandemic was officially declared, it was unclear if there would be a flying season. Initial government modeling indicated that the first virus wave would peak in late May to early June which coincided with the timing of the planned 2020 Nationals.

We were very much looking forward to hosting this event. We had an excellent organizing committee in place with assistance from other Alberta clubs. Committee members were working hard to get all the pieces into place. A website was created, sponsorships had been lined up, competitor sign-up was going well, safety plans were developed, and a great social event schedule was shaping up. We were looking forward to implementing the Open Glide Network (OGN), a FLARM-based program that would allow those on the ground to see where competitors were in real time. However, we felt it was too risky to go ahead with the event and decided to cancel. A big thank you to all who worked very hard to organize what I'm sure would have been a first rate and fun contest!

Given the early uncertainty around an actual flying season, we decided that this was the year to address some of the drainage problems on our field. We lost many weekends of flying over the last several years due to water pooling on some spots on the runway after heavy rainfalls. Our Facilities Director offered

to work with a grader operator to level and grade parts of the runway. Because of another wet spring, this work was delayed (on its first outing the grader dug itself into the ground up to the axles!), but was successfully concluded over the summer. While much depends on re-establishing a solid grass cover, we hope to have a much improved runway for years to come!

As time went on, the number of COVID-19 cases was going to be much lower than initially modeled, and flying operations appeared to become feasible in June, as the Government of Alberta's reopening strategy was put in place. Based on directives from the provincial government and Alberta Health Services, we developed thorough COVID-19 protocols to keep our members safe and healthy.

Since we couldn't fly from our field at Chipman because of the runway repairs, we examined options to move flying operations to another location. Two of our members live in Westlock, and they suggested that we may want to fly from the Westlock airport. After the Westlock County approved our request, we managed to rent a hangar at the airport and moved one of our towplanes and three gliders to this location. The 2020 season started on June 20 for us! The flying community in Westlock made us feel welcome in our temporary home. We were able to offer our members the opportunity to fly and actually gained a number of new student members.

Another big story for ESC were the two Cowley camps. Several of our members were interested in participating in the summer camp, and we moved some of our gliders to Cowley. Unfortunately, PCK, the ASC towplane, was involved in an accident that resulted in the plane being grounded. ASC asked us to provide our towplane (AVL) to be able to continue the camp. We were happy to oblige, especially as the camp was well attended by pilots from across Canada. It was a positive highlight in an otherwise challenging season.

Repairs to PCK from the summer accident were not completed in time for the fall camp. There was so much demand from ESC members to go to the fall camp that we moved all our active gliders to Cowley and again ferried AVL to tow. The fall camp was a great success, as the wave was very active and many great flights happened. One of the highlights was the flight by our own Mel Paradis and Patrick Pelletier (LSC), who took the ESC's Perkoz (PKZ), to 9831 metres (32,254 feet)! This broke the long standing (1961!) Canadian multi-place records for absolute height and height gain. Congratulations Mel and Patrick, well done! And Tyler Paradis, Mel's husband, Steve Godreau and Ray Troppmann obtained their Diamond height.

In late September we shut down operations in Westlock and moved back to Chipman. Overall flying activities were down for ESC in 2020 as we recorded only 32 flying days and a total of 229 flights (113:49 h), which is about 25% of what we would normally expect in a year. We look forward to 2021 and to re-establishing operations at Chipman.

Regarding the National Contest, the SAC Sporting Committee was open to having ESC host the event in 2021. The Board recently discussed the feasibility of holding the event at Chipman next year. Considering a number of factors, we decided

that we will pass on 2021. It is unclear at this point what the status of the pandemic will be next spring, and we are concerned that our field may not be well enough established after this year's repairs to meet the standards of a national level competition. That being said, we would be very interested in hosting the 2022 Nationals.

On a personal note, I want to express my gratitude to my fellow board members and to all those members and friends who supported ESC through 2020. None of us signed up for having to deal with the fallout from the Coronavirus pandemic, but I think we managed as well as could be expected because of all your wisdom, patience, expertise and commitment to ESC and the sport of soaring.

Central Alberta Gliding Club – Leo Deschamps

Like every other club in the soaring world, CAGC had its challenges in determining how to operate in a pandemic but, happily, we were able to fly without any issue. Carol Mulder crafted COVID-19 protocols for operations and everyone was extremely diligent in following them. June 13 was our first day of flying with one glider, the Super Blanik L23, and with the privately owned Citabria. This decision was mainly due to the cost of insurance. It quickly became apparent that we needed to activate the remainder of the fleet due to more people wanting to fly, student training, requests for familiarization flights, and the need for a more powerful towplane to meet these needs. Carol's protocols also addressed the aspect of managing familiarization flights and, again, it worked out very well!

NJK had a problem with one of its cylinders. Thanks to our in-house AMEs, John and Jerry Mulder, who caught the problem (Jerry did and pointed it out to John) and a contact in Red Deer who fixed the problem, NJK got online without delay. This was very fortunate, as we spent more time using Runway 28 this summer due to the strong westerlies. This made for good flying to hone one's skills as the circuit onto 28 crosses the final approach for Runway 34. It's not a problem under normal circumstances, but when itinerant flight traffic and two separate operations are functioning at the same time, one using a Navajo to ferry skydivers, it made good communication and visual surveillance all the more critical. Truly a collaborative relationship with Alberta Skydive Central and Innisfail Flying Club. As an aside, STARS is using CEM4 when patients need to be picked up from Innisfail Hospital to be transported to Calgary or Edmonton. We did have the privilege of having a mission come to the airport so, again, good communication between all users was paramount to safe operations. Over the winter NJK is going in for a "face lift" – new colours. It'll be like having a new towplane next year!

This year we had one student, Adam Ali, licensed as both glider and private pilot. His dad, Mukhtar Ali, had his power but worked on his glider qualifications. He soloed and Adam was more than happy to give his dad the "solo shower". They came from Lloydminster by car or plane to Innisfail for their training. Sometimes, Adam's younger sister would come along for lesson – a family affair.

John had his Alpin out for more test flying and more tweaking following the test flight. The first flight was 2:20h to 9200

feet. John always climbs out with a big grin and Jerry is silent as he nods his head indicating another success in the steps in furnishing the glider. Carol smiles too as she plays a huge supporting role in this project. The next stage is using the motor.

We had nine people go for familiarization flights. Interestingly, one gentleman from Calgary was a retired constable with the K9 unit who routinely jumped out of HAWCS helicopter with his dog attached to his vest. He loved the flight and, hopefully, will consider joining us in the spring and not to have to worry about having a dog attached to his person. We have two others wanting to fly in the spring.

We were pleased, in spite of exhibition cancellations like the Red Deer Sportsman Show and the Props and Pistons Show & Shine, which is one of our means of club marketing, that we garnered a lot of interest in other ways, including word of mouth. We had people come from long distances to take a flight just because they heard about Central Alberta Gliding Club.

PRAIRIE ZONE – Jay Allardyce

The reports contributed by the clubs in the Prairie Zone portray well our soaring community. I have nothing of consequence to report as Zone director.

Winnipeg Gliding Club – Mike Maskell

Attending the SAC AGM in March 2020, via a new-to-me concept of ZOOM, brought a sudden realization that this new virus going around might have a serious impact on all gliding clubs in Canada. The concept of having a summer of no gliding, no hanging out with my flying friends, no after-flying socializing and telling tall tales of the thermal that got away seemed like such a foreign idea, and truth be told I saw dark clouds brewing.

Prior to COVID-19 becoming a fully entrenched word in our vocabulary, the WGC participated in the annual Manitoba Outdoors Show in mid-February, a large exhibition of all things connected to outdoor activities and runs the range from ATVs to the local Zoo. For our part, as in the past, we had a booth set up with a professional portable display back-drop with photos of various gliders and used a 55" TV to play our promotional videos. New this year was having our PW5 hanging from the steel rafter at about the 12 foot level. It was amazing to be talking to a visitor to the show and after several minutes point to the glider hanging above our heads. Many were totally oblivious to the sailplane.

In mid-April the Province of Manitoba gave allowances to several industries which allowed for continued operations, flight training schools being one of them. I had written assertion from the Provincial Health Minister's office that the Winnipeg Gliding Club would fall under this allowance and with this knowledge we began planning for our opening. We would follow all guidelines as set out by the Province which included social distancing, sanitizing all common use areas including wiping down the gliders after each and every flight and limiting indoor group sizes. Effective sanitizing materials were procured, posters set in place as reminders to all members, and a general policy of no visitors to the club were established.

The initial requirement of wearing masks during dual flights was quickly put on hold as it was considered a flight safety issue as several members were experiencing rapid and total fogging of glasses or sunglasses during their flights.

Early poor weather saw one of the latest starts in many years. First flights were conducted on May 16 and over the year we completed 570 flights with 518 hours of total time flown. As is our norm, the spring produced the best soaring flights and this year did not disappoint. The OLC listing for the WGC shows that we flew over 11,500 km based on 123 flights logged by 19 pilots, which placed us 12th overall in the OLC Canadian club standings.

We continue to enjoy our new PW6 sailplanes and they performed well throughout the season and saw some initial advanced dual cross-country flights undertaken, the longest being a short excursion of 150 km. The newly-developed *Proving Grounds* initiative also proved successful with several pilots rising to the challenge with completion of the shorter tasks around our main glider activity area (60 km), and two pilots completed all three of the challenging flights. By mid-season there was a bit of a buzz at the flight line with pilots discussing their intent on which task they might try.

As we were constantly reminded, the COVID-19 virus had taken full hold on society and we were cautious on taking on new students. We did however, take on a few new members, continued to work with a couple of returning students, and by the end of the season had generated one new licensed member, sent one student solo and saw three previously licensed glider pilots return to renew their affinity for soaring. One of these pilots had not flown a glider for 40 years but quickly got back in the saddle and had his licence refreshed.

Socially, we did not gather as often as we would normally, but we did take advantage of planning one event to honour one of our own and celebrated with Russ Flint as he marked 50 years of being involved in our club. It was a socially distanced affair held outside, with burgers on the BBQ, and an organized food serving line to limit handling of utensils etc. Held on the front "lawn" on the north side of the clubhouse, the event saw about 40 members and spouses attend on a nearly perfect July Saturday evening. After dinner was cleaned up, our president, Mike Maskell, gave a short review of Russ' involvement that also included notes of congratulations provided by several previous members and a presentation of a few small gifts. A large photo cake with Russ's Discus glider (1W) in flight captured in icing. The night ended with fireworks and a large bonfire. Truly a remarkable day.

Throughout the year our Board of Directors dealt with regular meetings using ZOOM and continued to monitor and adjust to some of the ever-changing restrictions imposed (or lifted) as a result of the pandemic. Our AGM in January 2021 was also done virtually and was well attended by a majority of our members. The Board of Directors going forward remains unchanged with all returning from 2020.

Going forward we continue to hold hope for a similar season in 2021. Our membership is small in size but we are driven in our

commitment to maintain the spirit of the club and to continue to provide a great facility from which we fly, and thanks must be given to all members for their continued support.

Saskatoon Soaring Club – *John Toles*

The SSC year kicked off with the AGM and dinner before the COVID-19 interruptions. Plans had to be changed. The club insured the towplane so it could be flown into Saskatoon for its annual inspection. This also made it available for the private owners who chose to insure and fly early. We held off insuring the rest of the fleet until the July 15 option was available.

During the shortened season we managed to get in a total of 78 flights from Cudworth; 58 were club ship aerotows, 10 private glider aerotows, and 10 were motorglider self-launches. On a normal year we will do 300–400 flights. We took in no new students, did no introductory flights, and mostly limited the two-seat glider to currency and season check flights.

The club purchased two more FLARM units early in the new year so all club and private ships are now equipped including the towplane. We also got the new double-walled 1000 gallon fuel tank set up and running.

We missed the socializing in 2020. Normally we have more members at the field at a time, all meetings after the AGM were virtual, there was no provincial competition, and there was no annual awards dinner.

A short season so a short report. Hopefully 2021 can return so some sort of normal.

Prince Albert Gliding & Soaring Club – *Keith Andrews*

During April Dennis, Rob and Keith worked on getting the equipment ready for spring but due to COVID-19, flying this year did not start until 11 August with annual proficiency check flights. To mitigate the COVID-19 issue, the club did a lot of disinfecting and flew with masks when instructing. To maximize student flight time the students were given three flights in a row thus saving time in disinfecting as it was only performed after the three student flights and after every solo flight change.

On 31 July Bob Dueck performed the annual on our glider. Only one 2-place glider had the annual this year.

This year we continued flying to 4 November. Due to COVID-19 and the weather, flying was not as good as it could have been. We still flew on 11 days and accomplished 114 flights for a total 14:56 hours. This is down two days and six hrs from last year, but the number of flights were actually up by eleven. We had two students this year and one got licensed and the other just needs a few flights and the time to gain his licence.

The club is also working on restoring an HP-11 that was damaged a few years ago.

Regina Gliding & Soaring Club – *Darin Bitter*

Due to the COVID-19 pandemic there was very little activity at the RGSC field. No new students.

SOUTHERN ONTARIO ZONE – Paul Parker

2020 was a challenging year for gliding in Southern Ontario. The social distancing and restrictions associated with the COVID-19 pandemic resulted in drastic changes to operations. Clubs were late starting as they followed regional health guidelines and developed safety protocols for low risk operations. A special thanks to all of the members who worked hard to develop and implement these safety protocols. The good news is that the clubs achieved their safety goals with no known transmissions.

However, training was delayed, restricted to bubbles, or even cancelled outright. The result was that overall Southern Ontario membership dropped to 281, slightly below our previous low of 293 during the 2009 recession. Introductory flights were cancelled at most clubs adding to the financial challenges of the year. The hope is that we will see more pilots joining as activity increases in 2021.

Despite the health and operational challenges, the weather offered some great days with Southern Ontario pilots taking four of the five top places in the Canadian OLC rankings. Jerzy Szemplinski was the top pilot with six flights over 700 km. *Proving Grounds* was successfully adopted by several clubs to encourage initial cross-country flying by recently licensed pilots. It is great to see personal goals being set and achieved at all levels. More details are provided in the club reports below. Let's hope that 2021 brings more safe and fun flying.

Great Lakes Gliding Club – *Drew Wilson*

Despite a late start to the season caused by COVID-19, Great Lakes Gliding Club had a relatively active year. There were 23 active pilots who participated in 379 flights for the season. Five students went solo and four completed their final flight test.

GLGC also ran again our virtual ground school in the winter months prior to COVID-19, which gave us a significant advantage with timely completion during the pandemic. We took this skill and arranged a virtual club AGM and Safety Seminar that was attended by all members.

Club membership rates were heavily discounted and the insured fleet was reduced to half the normal size to keep expenses in line with demand and revenue. Intro flights were postponed for the majority of the season but in the last six weeks of operation flights were arranged for guests only on Fridays. This allowed a small dedicated operation focusing on COVID-19 safety while hoping to recruit more potential students for the 2021 year. Following government guidance, all formal social events were cancelled.

In the fall we started an active CONDOR virtual flying club and have been holding weekly races throughout the winter. Racing skills and flight computer competency have been steadily improving. Overall 2020 was an unusual but still successful flying season for our members. We expect to have a similar operation in 2021 as the uncertainty of COVID-19 continues.

London Soaring Society – *Jeff Robinson*

The 2020 season turned out much better than we could have

hoped. Viewing from the bleak perspective of COVID-19 shut-down beginning in March, we had no idea whether we would be able to fly at all this year. As it turned out, we began single-seater flights in early July and by the end of July having put cleaning and tracking protocols in place we were doing dual flights.

Due to COVID-19, not all our members rejoined – but the majority did and by the end of the year we had new members in quantities typical of other years, and at 396 launches we had almost the same number of flights we had in 2019. And a bonus – the weather was much better than it has been for the past few years.

We finished the year with four instructors, two pilots soloed, and several excellent cross-country flights in the Grob Astir CS2. Oddly enough there were *no* landouts this year; we will try to do better in 2021.

Unfortunately, we were not able to officially celebrate our club's 50th anniversary with a reunion picnic. But the spirit of volunteerism continues to be a hallmark of our club, morale is remarkably high. Since we weren't flying anyway in June, we took advantage of a member in the construction trade to get a skid-steer and mini-excavator onto the field and twinned a run of tile along the east side of the field. As the summer progressed, eventually the entire field was dry and potentially landable again, which it has not been for years.

We continue to plan the purchase of another single-seat cross-country glider in 2021 – especially necessary since there are so many pilots now wanting to fly the Grob Astir cross-country.

On behalf of the club members, I want to express our appreciation for the measures taken by SAC to help the clubs during this COVID-19 year – both financial and advice. Thank you!

SOSA Gliding Club – Dale Guenter

What a year! The SOSA AGM in 2020 was held as usual the last Saturday of February at our usual meeting place – our *last* real gathering. None of us saw how our world would change just 12 days later. We cancelled our hangar talks, ground school and weekend winch flying. The newly-elected board quickly started meeting weekly to recalibrate the smallest details of club operations in response to COVID-19.

Our philosophy was that if people did not fly in 2020 there would be less chance they would ever be back again. So we created a completely original fee schedule (membership cheaper each month), sold a "COVID-19" non-flying membership for \$50, turned the taps off on all the expenses possible, and moved hangar talks and club meetings online. We sent out a flying currency survey and waived spring check rides for those who met criteria. We wrote infection protection protocols. We got solo pilots in the air as fast as we could, signed up new students, found willing instructors, and of course we stayed far apart all season. When provincial regulations permitted, on 6 June, we flew our first dual check rides of the season and continued training into November. Thankfully, we had some of our best cross-country weather conditions in history. Other highlights were:

- We introduced *Click-n-Glide* flight operations organizer software, fantastic for pandemic!

- 10 of 23 instructors agreed to fly dual.
- Signed up about 75% of our usual number of flying members, another 15% non-flying.
- Had 22 students, restricted ourselves to 6 new students, and formed "bubbles" where a student and primary instructor would always fly together.
- Some of our best progress from pre-solo to licence, 7 first solos, 9 flight tests, 3 from ab-initio to licence within the season.
- Introduced national online hangar talks.
- Had one of our best years in cross-country kilometres and hours flown.
- One of our best years for safety outcomes.
- Many grounds improvements.
- Introduced a flashy new newsletter: *Windsock*
- Covered our operating expenses, in spite of no intro flights.
- No club-related COVID-19 infections, and a passing score from one public health inspection.

Morale at SOSA seemed to be on a high, which I think was partly a shared sense of accomplishment in the face of such a big challenge, and partly just having a great sport to participate in when so much of life was put on hold. Hoping for even better in 2021!

Toronto Soaring – Dave Cole

TSC had a good year in spite of the pandemic. We made up for a one month delay starting, with our strongest year of mid-week flying. The instructors had a vacation since we did not instruct until late in the year. Even then, we restricted instruction to members. We had lots of cross-country days and a couple good winch recurrency days late in the year also.

We had a number of nice club improvements thanks to some members with more free time. Our Junior got a FLARM upgrade (thanks to SAC) and an upgraded flight computer. We continue to save and search for a good towplane upgrade.

Avery Cole did her Silver distance (and then flew home), Sarah Cole passed her flight test, and Owen Cole learned to tow and got his Diamond Goal in the Junior. By the numbers: 588 aerotows and 27 winch launches, and 6 new members (about 40 active members).

Nobody got hurt, nobody got sick – everyone had fun!

York Soaring – Tracey Brake

To say that 2020 was unlike any other would be an understatement. COVID-19 put a damper on most of the flying activities at York Soaring. It was a challenge to navigate the new rule; however, we received feedback from other clubs which helped in our decision making. Our COVID-19 Officer did a great job at keeping us all safe and following the guidelines.

York Soaring was considering not opening for the season due to concerns over COVID-19, but the club ultimately decided to open with the smaller membership and smaller fleet. We flew with one K-21, two 1-34s, one LS-4 and one PW-5. With the exception of the K-21, all ships flew with one person per day. Members who own their own gliders took advantage of flying. There was one towplane flying as well. The K-21 was used by

one pilot and checkout instructor per day. The sole purpose of the aircraft was to do checkouts. Once completed, the pilot had the option of using that aircraft to continue with personal flying.

York is a big training facility, however teaching new students was put on hold this year. We were not able to welcome our youth for camps or our friends from Hong Kong. Member training was at a bare minimum. York opted to proceed with caution and not run lessons for new students or members.

Those who came to the field to fly were supported by four key members who facilitated operations this year. In the evening after the hangar was closed, social time started in the campground. This was an opportunity to discuss flying and to have social time.

York began a cross-country series on Tuesday nights by guest speakers who would share their experiences and skills with the newer cross-country pilot or those interested in trying cross-country. This was facilitated through Zoom meetings. There was a nice mixture of experienced cross-country pilots and pilots new to the cross-country experience.

During the 2020 soaring season, and in 2021, we have again created a salaried administrative position for the weekdays in our office. This has provided much needed support for the club operation and has led to many improvements ranging from flight recording to public relations. This was overseen by continued volunteer efforts by key senior members, particularly on the weekends.

The York Soaring Board sent out a comprehensive survey late in the year to all members that was designed to elicit feedback on all aspects of the club. This will help provide a better understanding of the club member's needs, and to obtain input on the current policies and procedures. Many members, 22, of the club participated. Now that the board has collected and analyzed the data, the Board of Directors will be working through the Planning Committee (currently 12 members) to create the club's 5-year plan.

Although we expect this coming season to be very similar to last year, we are hoping that we will be able to do more flying, training and cross-country. We would also like to increase the dual flying. Hopefully soon we will welcome back our members to a pre-COVID-19 club experience.

Despite all the challenges, those who came out to York Soaring had a good time and there were plenty of flights performed. Thanks to all for making the 2020 flying season a success.

Report from the York Treasurer

Our budget, revised in March to reflect the possibility of not opening at all in 2020, projected a loss of \$57.5K. In May, when we decided to open, the budget was not revised again as we expected to do only slightly worse than the budget due to limitations on our operations (ie. we expected that opening would cost us money). We would have ended the year very close to that budget had it not been for a very generous donation. As it turned out, our deficit for the year was a modest \$12,267.

The main limitations on operations drastically affected a key performance metric – number of flights. There were two main limitations: dual flights were limited to insurance-required check flights so training was prohibited, and to prevent transfer from contact we instituted a rule of one pilot per glider per day. As a result, we only insured 5 of our fleet of 13 for flying in 2021, one dual and four solo. (One dual glider was flown in Florida in January/February before its prior year insurance expired.) Only one towplane was insured to fly. This resulted in a total of 587 flights for the year, roughly one quarter of our typical year. The average length of flight was considerably more than typical so our flying revenue was only down by about a third.

Regarding our other key performance metric (membership), before deciding to open, we offered a deal to members to join at a reduced rate with an incentive (free check flight or free camping or tiedown) for anyone who joined prior to May 31 with no recourse if we don't open. This resulted in approximately 50 members signing up though the revenue from this was reduced significantly. We had a small number of members sign up after May 31, but our flying membership for the year was 59 of whom only 46 flew. This is roughly half of a typical year and generated roughly one quarter of the typical membership revenue.

Very early we chose to draw from our loan to put us in a cash-healthy position knowing the year would be challenging. We increased our debt by just short of \$55,000 and maintained a healthy cash balance throughout the year and our year-end cash is sufficient to take us through a second year of restrictions. This will, however, push back our debt free goal by just over two years. A small price to pay for solid solvency.

So, having learned some things from 2020 and with the expectation of relaxing some restrictions, we are well positioned to face 2021 with the hope of doing well without the need for a generous benefactor. By the time we are unrestricted again (est. 2022), we will be executing our yet-to-be-finalized 5-year plan which will make us stronger than ever and well positioned to serve our members.

EASTERN ONTARIO ZONE - George Domaradzki

During last season's difficult COVID-19 conditions, it was nice to see that the clubs cooperated. We helped each other by sharing information, interpreting regulations and ideas. We shared each other's COVID-19 Special Operational Procedures and adapted them to our respective clubs. The clubs eventually went slightly different ways but nevertheless kept each other informed. Some opened with no instruction and other with limited instruction. All remained closed to the public. As the restrictions changed we kept each other informed throughout the season. Throughout the season the clubs persevered with operations and yet acted cautiously at the same time. It was with great relief that we ended the season without a single case of COVID-19. We feel confident that we will be able to handle upcoming season's circumstances.

Bonnechere Soaring Club – David Beeching

Due to concerns about COVID-19 and high insurance fees we didn't fly in 2020.

Gatineau Gliding Club – Roger Hildesheim

2020 was a year of adaptation and adjustment as we aligned our club operations to comply with provincial COVID-19 restrictions. Within that framework we still managed to have a very active year at GGC with tremendous volunteer engagement of many members for both flying and non-flying activities. We made the decision early in the season to not conduct any introductory or dual instructional flights as COVID-19 restrictions were dynamically changing and many of our members were uncomfortable with overlapping social “bubbles”. The number of flights in 2020 dropped to 406 with the majority of these being flown in club single seat and private gliders. We also minimized our aircraft costs by not insuring our Puchacz or Pawnee for flight operations and relying on our recently refinished Citabria to carry the towing workload.

“Doodle” and “Zoom” played a large part in keeping all aspects of our flight and administrative operations organized. We were fortunate to have only minor maintenance issues in 2020. Our reduced level of flight operations allowed us to trial a couple of different tow and runway operational procedures to improve efficiency. We will be incorporating these changes into our operational documents for implementation in the 2021 season.

During the winter months and continuing through late spring season, we hosted Tuesday Night Soaring on the Condor 2 soaring flight simulator (thanks to Dan Daly). This has now become a regular event with members from local area clubs joining in on the fun. We primarily use the Eastern Ontario Condor 2 scenery (thanks to Nick Bonnière) but have been switching to monthly scenery changes from around the world. During the initial COVID-19 lockdown months (March through May), Dan and Jarek crafted nightly Condor 2 tasks that kept us actively flying (virtually) from home. An incredible amount of work and commitment. Thank-you gentlemen.

Our joint GGC/RVSS glider pilot ground school saw 22 students staying with the program to completion in March. Unfortunately, we were not able to get these students into the air in 2020 due to COVID-19 restrictions. In April we conducted our mandatory Annual Recurring Training Seminar (ARTS) virtually, using Zoom, for all flying members of GGC. Our annual MayFly Fun Learning Contest was cancelled in 2020 and scaled back to a semi-formal virtual online event using Condor 2. Depending on the status of COVID-19 restrictions in 2021, we are planning to conduct a complete “virtual” MayFly in the early spring of 2021. Our annual fall wave flying camp in Lake Placid was also cancelled due to COVID-19 cross-border restrictions.

The core flying season ended in November with winter storage hangar packing. 2020 was certainly an unusual year for GGC but we successfully weathered the initial COVID-19 storm by scaling back 2020 expenditures which has left the club in great shape for the upcoming 2021 season. Special thanks to SAC for their financial support to the club through the 2020 SAC fee refund and safety programs. Let’s all stay safe and hope that 2021 allows us to get return to our standard flight operations!

Montreal Soaring Club – Kurt Sermeus

2020 was no doubt a difficult year. MSC has weathered the storm quite well in dealing with the pandemic. A COVID-19

policy and sanitary measures were quickly put in place, season checks were adapted to allow as many members as possible to fly after a briefing and an observed check flight. Flying operations started on 19 May, only one month later than usual. Once the Ontario emergency measures allowed dual flights, limited instruction has been done – with the student pilots who already were on the program. Several experienced glider pilots joined the club in 2020, but no other new members were accepted. The club has remained closed to the public since the start of the pandemic.

Five out of eight of the club gliders and one towplane were flight insured. In all, flying activity was down by about 50%. The complete rebuilding of the CNV4 runway was started and will be a major project continuing in 2021. For those pilots in our area looking to land at CNV4, be aware that runway 09-27 has been reduced to half of its original width of 400 feet.

Major efforts were spent in overhauling club gliders, including a complete refinishing of our Duo Discus. Following the introduction of a new online incident reporting system (ASTRA) in 2019, we also developed an online snag reporting and tracking system for the MSC fleet. This cloud-based system has meanwhile also been shared with the Association de Vol à Voile de Champlain. In fact, MSC has now adopted Google Workspace (formerly called G Suite) as its club data system and online collaboration tool. Gliding clubs should be aware that this business-level Google service can be had at no cost, through TechSoup Canada, an organization that supports non-profits through donations of IT services, software and hardware.

Regarding flight training, five MSC pilots enrolled in the SAC gliding instructor course started in August 2020. MSC decided not to organize a ground school this winter, because of the uncertain outlook on flight training in 2021 and since we still have a backlog of student pilots to come from last year’s ground school.

Rideau Valley Soaring – George Domaradzki

Rideau Valley Soaring finished the year with 59 members in 2020 – eleven more than the previous year – this in spite of the slow start due to COVID-19. We have had consistently higher membership in the last ten years – an average of 45. This makes us a medium size club. On weekends, wait times have been getting longer. Our Citabria had a long turnaround time, and, on hot windless days, had difficulty towing the heavier two seat gliders. So, we decided to purchase another towplane – a Pawnee. This is a big jump for a club our size that we had been considering for many years. Let’s hope that we find the maintenance and other costs sustainable. Our members were very satisfied with the immediate reduction in waiting times.

COVID-19 has certainly made the season more complicated. Over the course of the season we issued three COVID-19 Special Operating Procedures. We did not start flying operations until 23 May and this was limited to higher experienced pilot who would do self-check flights. No dual flights were allowed. Later on we accepted dual flights for club members only. Finally in the third special operating procedures, we accepted a limited number of new members. We never allowed introductory and guest flights. We also had special sanitizing and social distancing pro-

cedures. Nevertheless, we were relieved to finish the season with no cases of COVID-19. Some of our older instructors did not do any instruction. Luckily we had new instructors join the club.

Despite the slow start, we ended up with a satisfactory 860 tows. We would normally have between 900 and 1000. We can attribute the relatively high number partly to the faster turnaround time of the Pawnee, but also in great part to a Bronze badge training week organized by some of the new instructors who came from other Ontario clubs. Special thanks for bringing in new ideas and enthusiasm. Our students were very appreciative.

Another activity that seemed to attract more flying was the *Providing Grounds* tasks. Our newer members will look forward to improving their cross-country skills for years to come. We are also ramping up the use of the Condor simulator for basic training, pilot checkouts and cross-country training.

EAST ZONE – Sylvain Bourque

Malgré la pandémie de COVID-19 et les grands défis qu'elle a engendré, les 2 clubs actifs de la région de l'Est ont eu une bonne année véliplane 2020. Le nombre de membres de l'AVVC à 63 (+3) et du CVVQ à 62 (+14) fut supérieur à 2019. Les activités de vol ont pu débiter normalement le 30 mai et les vols en double ou d'instruction permis en respectant des mesures sanitaires strictes. Malheureusement, nous n'avons pas eu d'information des activités de l'ACE et ACES. L'ACE de Bromont semble peu actif et a enregistré 3 membres. Le nouveau club CVV Saguenay avec 20 membres n'ont pas été en mesure d'avoir des opérations en vol selon leur rapport annuel.

Ceux qui pouvaient se rendre disponibles quand les rares journées véliplane étaient au rendez-vous ont quand même pu faire quelques beaux vols. L'AVVC a terminé au quatrième rang sur OLC Canada et le CVVQ suivant de près au cinquième rang. Trois vols de plus de 500 km ont été faits dans notre région par des membres de l'AVVC. Alain Thirion a fait le 14 juin 700 km en HpH304CZ-17, Gabriel Duford 674 km en HpH304S-17 Shark et Nicholas Moreau 523 km par de l'AVVC en SZD-55. Ils avaient comme objectif de survoler le CVVQ en partant de l'AVVC. Il y a eu aussi trois vols dans les 400 km et quatre dans les 300 km ont aussi été faits dans la région de l'est.



2020 was a good year in general in the Eastern zone, even with the COVID-19 pandemic and its related challenges. There was a rise in membership in 2020 at AVVC with 63 (+3) and CVVQ with 62 (+14). Our flying activities started around 30 May with dual and instruction flight permitted with strict sanitary measures. Unfortunately, we have not received any report on the activities of ACE and ACES. The ACE from Bromont does not appear to be very active and has registered three members. The new CVV Saguenay club with twenty members were unable to have in-flight operations according to their annual report.

For those who could make themselves available when the few days of soaring where there were still able to make some nice flights. AVV Champlain finished fourth over OLC Canada

and CVVQ was fifth. Three flights of more than 500 km were made in our region by AVVC members. On 14 June Alain Thirion did 700 km in his HpH304CZ, Gabriel Duford 674 km in his HpH304S-17 Shark and Nicholas Moreau 523 km in is SZD-55. Also, three flights of more than 400 km and four of more than 300 km were made in the eastern region.

AVV Champlain – Anny Gagnon

La saison de vol 2020 a été exceptionnelle à bien des points de vue. L'AVVC comptait 63 membres inscrits en 2020 dont 10% de membres féminin.

Concernant les opérations de vol, étant donné l'incertitude due à la pandémie de COVID-19, seuls 3 de nos 5 planeurs club ont été assurés en vol. De plus, notre monoplace LS-4 a manqué un mois de vol à l'été à cause d'une réparation.

Notre performance a été exceptionnelle en 2020 malgré notre début de saison tardive à la fin mai et nos planeurs en moins qu'à l'habitude, puisqu'il nous manqua qu'une trentaine de vols pour atteindre le niveau de 2019. Un total de 1 225 vols a été réalisé jusqu'à la mi-novembre. 83 de ces vols sont des vols de voltige, soit une augmentation de 320% des vols de voltige par rapport à 2019. Nous avons fait 494 vols d'instruction au total en 2020, ce qui a contribué à maintenir la moyenne totale d'instruction de 2020 à 90% du niveau de l'année précédente. 47 de ces vols d'instruction étaient des vols d'instruction de voltige. Les membres ont fait 10% de plus de vols en solo que lors de la précédente saison.

*L'AVVC s'est classé 4e au Canada sur Online Contest (OLC) avec 38 772 points amassés par 25 valeureux membres avec une excellente moyenne de 160 km/vol. Le 14 juin demeurera d'ailleurs une date mémorable quant aux temps en vol et aux distances parcourues! L'outil *Providing Grounds* a également été très apprécié par nos membres et a donné lieu à une belle compétition.*

Du côté de l'entretien et de l'amélioration du Club, le projet le plus complexe a été sans contredit le remplacement du réservoir à essence d'aviation afin de répondre aux normes environnementales actuelles. Quelques projets de maintien de nos bâtiments ont été effectués et des investissements ont été faits au niveau du matériel d'entretien de notre terrain.

La récupération du bail locatif de notre vieille maison mobile près de notre piste permet d'imaginer des modifications futures dans nos aménagements et procédures. L'étude de la vision à long terme s'annonce donc ... stimulant!



The 2020 season was exceptional in many ways. The AVVC had 63 registered members in 2020, of which 10% were woman.

Due to the COVID-19 uncertainty regarding flight operations, only three of our five club gliders were insured and flew. In addition, our LS-4 single-seater missed a month in the summer because it needed repairs.

Our performance was exceptional even with our late start and the missing gliders, as only 30 flights were needed to reach the 2019 level. There were a total of 1225 flights from the end of May to mid-November – 83 were aerobatic flights, a 320% rise

compared with the level of 2019. We did 494 training flights, which helped to maintain the average instruction at 90% of the 2019 level. 47 of these were aerobatics instruction flights. Our members made 10% more solo flights than the previous season.

Champlain ranked fourth in Canada on the Online Contest with 38,772 points collected by 25 brave members with an excellent average of 160 km a flight. June 14 will remain a memorable date in terms of flight times and distances covered! The *Proving Grounds* tool was also very popular in our club and resulted in a great competition.

As for the maintenance and improvement of the club, the most complex project has undoubtedly been the replacement of the aviation fuel tank in order to meet current environmental standards. A few building maintenance projects have been carried out and investments have been made in our grass maintenance equipment.

The recovery of the rental lease of our old mobile home next to our runway allows us to imagine future changes of our facilities and flying procedures. The study of the long-term vision therefore promises to be ... stimulating!

CVV Québec – Richard Noel

L'été 2020 !! Ouf, je crois que nous allons tous nous en souvenir long-temps. Tout d'abord, un membership très bas en début de saison, tout le monde était sur les dents et attendait de voir ce qui allait se passer avec ce contexte de virus. Finalement de 35 membres en début de saison, nous sommes passés à 60 membres ! Eh oui, 10 de plus que l'an passé malgré cette COVID-19. Bien sûr et heureusement, nous avons une dizaine de cadets qui ne pouvaient attendre un an pour réaliser leur camp planeur de Saint-Jean qui fût annulé par l'armée dans les circonstances. Bien que leur formation ne fût pas gratuite au sein de notre club, on peut dire qu'ils en ont eu pour leur argent en terme de qualité de planeurs écoles et du fait qu'ils ont pu explorer bien davantage que le simple circuit sécuritaire. Ils (et elles) ont pu goûter aux vrais plaisirs du vol à voile et plusieurs ont même réalisé des insignes FAI.

Nous avons finalement vendu notre dernier Blanik à un "aventurier" de Whitehorse au Yukon. Il est parti de chez lui avec son pick up des années 80, a passé une semaine à notre club à organiser sa remorque, puis est reparti chez lui à Whitehorse. J'espère qu'il nous fera part de son périple. Nous avons su que sur la route vers Québec, alors qu'il s'était arrêté dans un petit resto un midi, la serveuse lui a demandé si cette longue remorque lui appartenait. Un type était en train de lui voler la remorque. Il est intervenu juste à temps. Au retour vers chez lui, l'ensemble remorque - planeur s'est complètement détaché du camion sur une autoroute. Rien n'a été endommagé, fort heureusement. Je suis certain que le récit de son retour à Whitehorse mériterait vraiment d'être publié.

En 2020, nous avons remplacé notre Citabria acquis flambant neuf en 1973 par un Maule M5-235C. Parce qu'il y a peu de clubs qui exploitent un Maule comme avion remorqueur, nous avons fait une analyse minutieuse de ses performances, de ses caractéristiques et de ses coûts d'entretien avant d'aller de l'avant avec cet appareil. La saison 2020 nous a clairement révélé que l'acquisition de ce Maule a été un choix fort judicieux puisqu'il s'avère définitivement

un excellent remorqueur. Il monte comme une rocket et descend comme un fer à repasser. Que demander de mieux. Notre Citabria est maintenant en Ontario mais ne fera plus de remorquage. Appelons cela une retraite pour ce fidèle appareil qui nous aura très bien servi pendant 47 belles années, et 39,202 remorquages ! Le poids des planeurs modernes souvent lestés faisait en sorte que les montées durant les périodes chaudes de l'été avec un moteur de 150 forces, commençaient à être marginales. Aussi le pas de l'hélice qui nous donnait une performance acceptable s'avérait très bruyant pour notre voisinage.

Notre Pawnee lui, peut-être frustré de voir arriver un Maule pour le concurrencer, nous a lâché au milieu de l'été. Après inspection, nous avons décidé de lui faire subir une révision moteur zéro temps avec 6 cylindres neufs. L'atelier qui a procédé à l'inspection de notre moteur et à son remontage nous a vivement recommandé de cesser l'utilisation de l'essence Mogaz dans ce type de moteur. Bien que nous nous conformions au STC à ce chapitre, l'essence d'automobile n'est plus du tout ce qu'elle était dans le temps.

Par la même occasion, un examen de la structure nous a révélé que nous devrions lui faire une cure de jeunesse. Nous avons donc décidé de démonter l'avion au complet pour en décaper systématiquement la structure l'inspecter, la réparer au besoin et refaire un entoilage tout neuf. Certaines anomalies découvertes nous ont confirmé que notre décision était la bonne.

Nous avons dû compter uniquement sur le Maule pour le reste de la saison. En conséquence, notre camp d'onde à Baie-Saint-Paul a été annulé. Par contre, nous avons bénéficié de très bonnes conditions d'automne à St Raymond et de plus, les zones COVID-19 instaurées dans la province auraient rendus nos déplacements vers la région de Charlevoix difficiles voire même impossible par moment.

Dès ce printemps, nous allons opérer deux super remorqueurs avec moteurs Lycoming O-540 dotés d'hélices tripales et quadripales silencieuses, ce qui constitue un actif très enviable pour un club comme le nôtre et ce pour plusieurs années futures d'opérations.

Côté gérance de club, nous avons été vraiment éprouvés par cette pandémie. De quatre ou cinq C.A. par an, nous sommes passé à 1 ou 2 par mois. Des décisions sur comment allons-nous opérer, comment faire des vols de checks sécuritaires, on fait ou pas de l'instruction et des vols de familiarisation ? Voilà autant de questions qu'on a dû analyser. Finalement, grâce à un protocole et un code de conduite très restrictif et évidemment contraignant, nous avons été un des premiers, sinon le premier club canadien à commencer à opérer au printemps. Il va sans dire que toutes les activités sociales ont été éliminées par la force des choses.

Notre rigueur à appliquer nos règles et nos fréquents rappels à nos membres en cours de saison ont fait en sorte qu'aucune éclosion n'est survenue au sein de nos membres malgré des statistiques d'opérations presque normales. Nous en sommes très fiers.

Le volet sécurité se résume à 6 ou 7 incidents qui ont été adéquatement et immédiatement rapportés, tel que nous encourageons nos membres à le faire. Chacune de ces occurrences a fait l'objet d'analyses et de diffusion dans le but d'éviter des récurrences de même nature. Un rapport de ces incidents a été communiqué à la SAC au début novembre 2020.

Finalement, 1189 vols ont été effectués à St Raymond, 395 vols d'instructions pour 12 élèves. Exceptionnellement, nous avons eu 5 boursiers cette année. Normalement nous en octroyons 2 seulement et il en sera de même pour les années à venir. Nous avons réalisé 7 solos et 4 licences au cours de la saison.

La saison OLC 2020 qui s'étend du 27 septembre 2019 au 20 septembre 2020, comptabilise 280 vols de distance pour 38,016 points et 36,596 km parcourus. Un membre a cumulé 4500 points à lui seul exclusivement en partance de nos installations.

Souhaitons que la saison 2021 nous ramène graduellement vers des opérations plus normales comme auparavant.

Nous croyons avoir trouvé un Maule M5 235C pour remplacer notre remorqueur Citabria.



Summer 2020!! Phew, I think we'll all remember it for a long time to come. Firstly, membership was very low at the start of the season, and everyone was stressed out as we waited to see what would happen in light of the pandemic. Finally, we went from 35 members at the start of the season to a total of 60 members! Yes, ten more than last year despite COVID-19. Of course, and thankfully, we had around ten cadets who couldn't wait another year to complete their glider camp in Saint-Jean, which the army had cancelled due to the situation. Although their training at our club wasn't free of charge, it can be said that they got their money's worth in terms of the quality of their training gliders and the fact that they were able to experience much more than simply a secure circuit. They had the chance to enjoy the real pleasures of soaring and some even obtained FAI badges.

We finally sold our last remaining Blanik to an "adventurer" from Whitehorse, Yukon. He left his hometown in his 80s pickup, spent a week at our club getting his trailer ready, and then headed back to Whitehorse. I hope he tells us all about the trip home. We heard that on the road towards Quebec City, when he stopped at a small restaurant for lunch, the waitress asked him if the long trailer belonged to him. A guy was in the middle of stealing it. He intervened just in time. Back on the road heading home, the entire glider trailer completely detached itself from the truck on the highway. Fortunately, nothing was damaged. I'm sure that the story of his return to Whitehorse deserves to be told.

We replaced our Citabria, purchased brand-new in 1973, by a Maule M5-235C. As there are very few clubs that use a Maule as a towplane, we carried out a thorough analysis of its performance, characteristics, and maintenance costs before moving forward with the purchase. The 2020 season clearly showed that buying the Maule had been a very wise choice because it has proven to be an excellent towplane. It ascends like a rocket and descends like a clothes iron – what more could you ask for. Our Citabria is now in Ontario but will no longer be used as a towplane. We could call it retirement for this faithful companion, which served us so well for 47 wonderful years and performed 39,202 tows! Due to the weight of modern and often ballasted gliders, towing up on hot summer days with a 150-hp engine was starting to be questionable. Moreover, the

propeller pitch which offered an acceptable performance was very noisy for the neighbours.

As for our Pawnee, it packed up on us mid-summer, maybe out of frustration at the arrival of the competing Maule. After inspection, we decided to have a zero-time engine overhaul done with six new cylinders. The shop that carried out the inspection of the engine and its reassembly strongly recommended that we stop using Mogas fuel for this type of engine. Although we comply with its STC on this score, automobile gasoline is nothing like it used to be.

At the same time, an assessment of the structure revealed that it needed to be revamped. We therefore decided to completely dismantle the plane in order to systematically strip the entire structure, inspect it, make any necessary repairs and redo the webbing from scratch. We found certain anomalies that confirmed that we'd made the right decision.

We had to rely solely on the Maule for the rest of the season and, as a consequence, our wave camp in Baie-Saint-Paul was cancelled. However, we benefited from excellent conditions this fall in Saint-Raymond, plus the COVID-19 zones established in the province would have made it difficult, if not impossible at times, to travel to and from the Charlevoix region.

Starting next spring, and for several years to come, we'll be operating with super towplanes with Lycoming O-540 engines equipped with quiet, three-bladed and four-bladed propellers, which are very enviable assets for a club like ours.

The club's management was very challenged by the pandemic. The number of board meetings increased from four or five a year to 1 or 2 per month. Decisions regarding how we were going to operate, how we were going to perform safety check flights, and whether or not we'd offer training and familiarization flights were all issues that needed to be discussed. In the end, thanks to a protocol and a highly restrictive and obviously binding code of conduct, we were one of the first, if not the first Canadian club to start operating this spring. It goes without saying that we had to put an end to all our social activities. Our rigour in applying the rules and the frequent reminders to our members throughout the season ensured that there were no outbreaks among our members despite close to normal activity statistics. We are very proud of the result.

Regarding safety, there were only 6 or 7 incidents and all of them were appropriately and promptly reported, as we always encourage our members to do. Each and every incident was analyzed and the information was circulated in order to avoid similar recurrences in future. A report on these incidents was sent to the SAC in early November 2020.

Finally, 1189 flights were carried out at Saint-Raymond, with 395 training flights for our 12 students. Exceptionally this year, we had 5 scholarship students. We normally only award two and this will be the case for the coming years. We accomplished 7 solos and 4 licences during the season.

The 2020 OLC season, which spanned from 27 September 2019 to 20 September 2020, recorded 280 distance flights for

38,016 points and 36,596 km travelled. One member alone accumulated 4,500 points exclusively on outbound flights from our facilities.

Let's hope the 2021 season will bring a gradual return to more normal operations again.

CVV Saguenay – Pascal Mourgues

Nous pensions avoir une belle année 2020, et avoir la chance de matérialisé notre rêve soit de voler avec notre acquisition faite à l'automne 2019, soit un SF28A, motoplaneur, acheté en France au club de Vinon, situé dans le sud de la France. Malheureusement la crise du COVID-19 débutant en Mars 2020, et le fait que notre motoplaneur devait passer par la certification de celui-ci, inconnue de Transport Canada, ne nous a pas permis de pouvoir voler en 2020.

Nous avons quand même eu une belle activité grâce à une masse importante de Cadet de l'air régionale du Saguenay, privé de leur camp d'été planeur, pour réaliser quelques activités ensemble. Notamment, quelque aller-retour à Québec pour sortir le SF28 de son container, le monter pour commencer la certification canadienne.

Profitant d'être à côté du club de Québec soit le CVVQ, nous avons avec les cadet présent rendu une petite visite à nos amis du CVVQ, pris un lunch du midi au champs de planeur, et permis à ces cadets de pouvoir s'installer pour la première fois dans des machines modernes comme le CVVQ possède.

Nous avons quelques temps plus tard redémonté le SF28. Mis de nouveau dans son container, et lui faire faire par la route son dernier voyage terrestre afin qu'il puisse être remonté et logé maintenant dans son hangar de toile sur sa base d'attache à St Honoré.

Je tiens à remercier toutes les personnes qui ont pris part à ces activités et ne voulant pas en oublier je citerais seulement Jo Lanoë et Serge Morin qui ont été fidèles partenaires dans ces premières activités du CVVS.

Nous avons également pu en présentiel en début d'automne, un dimanche, pu réaliser une activité organisée par notre responsable des Cadet David Girard, soit une journée simulateur Condor en réalité virtuelle, et découverte du SF28. Nous avons alors accueilli un petit groupe de 10 jeunes, pour cette superbe activité, en partageant le midi pizza et beigne. Tous ceci était bien organisé en respectant toutes les règles de distanciation et chacun était très compréhensif à ces enjeux, afin de pouvoir alors renouveler ce type d'activité.

Pendant ce temps un jeune cadet, soit Tommy Harvey, très intéressé par la mécanique m'a aidé sur les préparations des visites du SF28. A ce jour février 2021, tous les BS sont validés par les mécanos accrédité TC. On attend 4 flexible essence et huile, remonter cela et le SF28 sera prêt pour sa grande inspection de Transport Canada, afin d'avoir sa certification canadienne. Aussi tous devaient être prêt pour la saison 2021, enfin on espère.....



We thought we would have a good 2020, and have the chance to materialize our dream either to fly with our acquisition made in the fall of 2019, or with an SF28A motorglider bought

in France from the Vinon club, located in the south of France. Unfortunately, the COVID-19 crisis beginning in March 2020, and the fact that our motorglider had to go through its certification, unknown to Transport Canada, did not allow us to fly it in 2020.

We still had great activity thanks to many Saguenay region Air Cadets who, deprived of their summer gliding camp, carried out a few activities with us. In particular, there were some return trips to Quebec to take the SF28 out of its container and assemble it to begin the Canadian certification. Taking advantage of being next to the Quebec club (CVVQ), with the cadets present we paid a visit to our friends at CVVQ, took a midday lunch on the airfield, and let the cadets have a seat for the first time in the modern machines the CVVQ own. Sometime later we restarted the SF28, then put it back in its container and took it on its last overland trip so that it can be reassembled and now housed in its canvas hangar at its home base in St. Honoré.

I would like to thank all the people who took part in these activities and, not wanting to forget them, would only name Jo Lanoë and Serge Morin, who were faithful partners in these first activities of the CVVS.

We were also able to meet face-to-face in early fall, on a Sunday, to carry out a Condor simulator day in virtual reality, organized by our Cadet manager David Girard, and discover the SF28. We then welcomed a small group of ten young people for this superb activity, sharing a pizza and donut lunch. This was well organized, respecting all the rules of distancing and everyone was very understanding of these issues, in order to be able to renew this type of activity.

During this time a young cadet, Tommy Harvey, who is very interested in mechanics, helped me carry out the necessary inspections of the SF28 maintenance program. As of February 2021, all Service Bulletins have been validated by TC accredited mechanics. We are waiting for four gasoline and oil hoses, reassemble this and the SF28 will be ready for its big inspection by Transport Canada, in order to have its Canadian certification. So all should be ready for the 2021 season, well, we hope

TREASURER'S REPORT on 2020 Financial Activities

Jay Allardyce

It is hard to believe that nearly a year has passed since COVID-19 changed the world. 2020 brought a lot of uncertainty and the soaring community was not immune to the effects of COVID. Public health restrictions and lock-downs in late March left most clubs wondering if they would even be able to operate in 2020. One of the key discussion points at the 2020 AGM was support through clubs through this difficult time. At that time the Board didn't know what form the support would take, but we knew that some form of support was necessary.

The Board met several times in early spring to check in and see how clubs were fairing. Towards the end of April, it was looking more and more like clubs would be able to operate in some limited capacity, although likely without dual flying. Flight instruction and introductory flights were certainly out of the question in the near term and these two streams often make up a good portion of a club's revenue. The SAC Board decided that the best way to support clubs was to redirect SAC membership fees back to clubs to help offset expenses for the year. Under this arrangement, clubs would collect the normal SAC membership fees from each member but then instead of forwarding those membership fees to SAC (usually totalling about \$65,000), the club would retain all but one dollar to provide some helpful cash to offset expenses for the year.

Fortunately, most clubs were able to operate in 2020 and many clubs in the east reported their best season in many years. Some clubs also reported similar levels of activity to previous season despite the late start.

Because of the financial support provided to clubs in 2020, SAC's revenue was significantly lower. Fortunately, SAC has funds and investments that help to fund SAC's operating expenses and could be called upon to cover expenses in extenuating circumstances such as what we experienced in 2020. In fact, even in normal years, the membership fees that SAC collects only fund a portion of SAC's operating expenses. About 20% of SAC's expenses each year are covered by the Pioneer Fund. The other funds under SAC's umbrella are the Air Cadet and Youth Bursary Fund which provides funds for youth bursaries and the Wolf Mix Fund which provides support for Canadian participation in World Gliding Championship. Details of the funds can be found on the SAC website.

SAC's expenses were down slightly from previous years. Due to COVID-19, the in-person AGM was cancelled. The SAC Board also was not able to travel for our usual in-person Fall Board meeting which helped reduce travel expenses; however, many expenses were not impacted by COVID-19. Office management

fees, audit fees, website hosting, aeroclub fees, and support and directors and officers liability insurance were unchanged from prior years. Additionally, clubs made good use of the Safety Improvement Grant and the SAC program for Marketing & Publicity Support which is great to see. The *free flight* editor also put out two great issues so *free flight* expenses were also in-line with previous years as well.

If you take a close look at the SAC Financial Statements for 2020, you will note that SAC recorded a loss of \$183,659 last year. It is important to note that while we unfortunately experienced a loss in our investments in 2020, only \$101,419 is related to the investment loss. The remainder, \$82,240, is the deficit of operating expenses against revenue collect. The lack of membership fees made up about \$65,000 of the loss. The balance is the typical deficit that SAC experiences each year since we rely on transfers from the Pioneer Fund to fund a portion of SAC's expenses.

Regarding the loss that SAC experienced in its investments, in my 2018 report I spoke about SAC's investment philosophy. To summarize, SAC's investment strategy is a dividend-based strategy where we own dividend paying stocks that provide good yield and thus cash flow to fund SAC's operation. Given that dividend paying stocks are often stable blue-chip companies, we can also expect the stock price of these companies to grow over time as well so this strategy not only provides good cash flow but should provide growth as well. 2020 defied almost every investment strategy. Even the soundest of strategies started to take on water when COVID-19 hit. You'll probably note in your own investment account that even after this tumultuous year, your investments had largely recovered and were maybe even up year over year on December 31, 2020.

SAC's portfolio consisted of about 26 different companies at the beginning of 2020 which seems like a well-diversified portfolio with exposure to a number of different sectors. Unfortunately some of the stocks we owned included some companies that were disproportionately impacted by COVID-19: Suncor Energy, Trans Canada Energy, Honeywell and Royal Caribbean Cruises, to name a few. SAC did not have any of these companies' stocks in the portfolio at the end of 2020 which means that the portfolio manager sold off these stocks throughout 2020, likely at a large loss. Our investment advisor specifically mentioned Royal Caribbean Cruises as an example of a stock that was sold off at the bottom, the main reason being that the portfolio manager felt that there was a very real possibility that they might go bankrupt, so the decision was made to pull out and at least get some value for the stock.

I should note too that the SAC Board has no direct involvement in investment decisions. Our role is to provide an investment philosophy to our advisor and he has free rein to transact sales and purchases as long as they fit within SAC's investment philosophy which, as mentioned previously, is a dividend-focused portfolio. While the loss in 2020 is unfortunate, the funds are still healthy, and I have no doubt that SAC will enjoy future growth in these investments over the next several years.

Looking forward to 2021, the budget is similar to past years with nothing out of the ordinary. There is still some uncertainty due to COVID-19 so its very possible that some expenses could be lower than budgeted.

I have enjoyed working with clubs throughout Canada in my role as Treasurer and look forward to continuing to working with clubs and supporting SAC as the Treasurer in 2021.

2021 SAC BUDGET

<i>Revenue</i>	1	Membership fees	\$65,000
	2	FTSC insurance program	10,000
	3	Sales of supplies	4,000
	5	Pioneer Fund transfer	27,357
	6	Air Cadet/Youth Fund transfer	1,903
	8	Wolf Mix transfer	4,047
	9	World Contest fund	2,000
	10	Unrestricted funds draw	<u>51,316</u>
			\$165,623
	<i>Expenses</i>	1	COPA office contract
2		Safety Improvement Grant	40,000
3		Office expenses	500
4		Cost of goods sold	2,000
5		Website maintenance	5,000
6		FAI/Aero Club of Canada	5,252
7		Directors & Officers insurance	2,115
8		Free Flight magazine	33,000
9		Board meetings	5,000
10		Flight Training & Safety	5,900
11		Sporting committee	1,800
12		National team	10,000
13		Youth Bursary program	11,903
14		Club marketing program	6,000
15		Contest hosting grants	3,000
16		OLC contribution	1,053
17		Accounting fees	4,700
18		Bank fees	<u>400</u>
		\$165,623	

SAC Youth Bursary Program 2020

The challenging 2020 COVID-19 soaring season has once again proven to be a successful year in support to clubs participating in the SAC Youth Bursary Program. The ten clubs with the 22 students are listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$250.00 to \$499.00 after consulting on how the club wished to sponsor their applicant(s). In 2020 SAC matched \$9,385.00 of club funding.

Alberni Valley Soaring Association – Griffin Windsor, Toby Allen, Christina Machett

Canadian Rockies Soaring Club – Alex Smith, Hoah Frederick Sinaqowitz

Cu Nim Gliding Club – Sahil Kate

SOSA – Chris Begemann, Emerson Naruse, Oliver Naruse

London Soaring – John Wiens, Katherine Latosinsky

Toronto Soaring – James Hutchins

Rideau Valley Soaring Association – Devinder Saral

Montreal Soaring – Toma Toida

AVV Champlain – Alexandre Mador, Daniel Alejandro Franco Rodriguez, Emeric Auclair

CVV Quebec – Simon-Elie Doyon, Bastien Bourgault, Laurie Jacques, Felix Jacques, Rose Marie Frunchak

In view of the challenges caused by the COVID-19 pandemic and clubs not sure of starting or completing the student training, I implemented with their concurrence a slight change in the payments of the Bursary funds to the clubs. We forwarded to the clubs 50% of the approved bursary amount with the portion remaining subject to confirmation of amount used by the end of the season. This ensured money was not sent and not used. We will use the same approach in the 2021 season. The program which started in 2009 has proven beneficial to the clubs, the community and the youth in their exposure to our sport

I have agreed, subject to the SAC BoD's approval, to continue in 2021 as the contact person for the SAC Youth Bursary Program. Please contact me if you have any questions regarding the program or in making an application or in fund raising. Thank you to all who helped make the SAC Youth Bursary Program successful in 2020 in spite of COVID-19.

Yours truly, David Collard

2060 Gordon Ave, West Vancouver, BC V7V 1V7

SAC Youth Bursary Coordinator – dacollard@telus.net

Ph/Fax 1-866-745-1440, Cell (604) 313-4957

SAC 2020 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2020

	2019	2020
REVENUE		
Membership fees	66,800	825
Sales and Services	4,883	2,929
Flight Training & Safety	15,463	10,000
Youth Bursary & Air Cadet	1,951	2,099
Pan American donation	<u>22,450</u>	<u>0</u>
Total	\$111,547	15,853

EXPENSE

Pan American support	22,450	0
Management fees	24,000	24,000
Professional fees	5,750	4,900
Bursaries	9,819	9,385
Membership & subscriptions	6,550	6,202
Safety improvement program	3,338	13,728
Free Flight	11,375	11,056
Postage	575	45
Cost of sales	446	2,895
Miscellaneous	1,584	700
Meeting & travel	8,222	2,426
Meeting & travel – FTSC	4,728	391
Flight simulator funding	1,000	0
Directors and Officers insurance	2,114	1,459
Bad debt	0	7,250
Contest hosting grant	13,000	0
Sporting committee	7,787	1,333
Bank / credit card charges	411	175
Club marketing & publicity support	6,157	4,979
Web site	5,612	5,656
Office supplies	23	0
Non-refundable HST/GST	<u>2,163</u>	<u>1,513</u>
Total	\$137,104	98,093

Operating

REVENUE over EXPENSE	(\$25,557)	(82,240)
Gain on investment income	138,115	(101,419)
REVENUE over EXPENSE	(\$112,558)	(183,659)

Balance sheet – as at December 31, 2020

	2019	2020
ASSETS		
Current assets		
Cash	16,011	38,407
Short term investments	25,524	25,038
Accounts receivable	14,698	8,046
HST receivable	4,973	8,452
Inventory	12,009	9,073
Long term investments	<u>1,587,080</u>	<u>1,410,406</u>
Total Assets	\$1,660,295	1,500,182

LIABILITIES

Accts payable & accrued liabilities	17,230	58,616
Deferred contributions		
World contest	2,000	1,857
Air Cadet & Youth Bursary	69,972	62,884
Wolf Mix	<u>148,785</u>	<u>138,176</u>
	220,757	202,917
Total Liabilities	\$237,987	\$261,533

Net assets in funds

Pioneer fund	1,005,812	903,918
Unrestricted assets	<u>416,496</u>	<u>334,731</u>
total	\$1,422,308	\$1,238,649

Total

LIABILITIES & NET ASSETS	\$1,660,295	1,500,182
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Note: COVID-19 AND OPERATIONS

Membership rates were lowered to help the clubs weather the pandemic. Competitions were cancelled. The Association has been able to mitigate the effects by adjusting expenses to make up for the reduction in revenues from the lower membership fees. The Association has healthy reserves that were also used to help assist with the impact.

The complete audited 2020 financial statement is available on the SAC web site under "Docs"

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

As you would expect with all the COVID-19 challenges 2020 was a very quiet year in airspace.

No word on the start of the Aeronautical Study to kick off implementation of ADS-B in low level Canadian airspace, no meetings or other events. The sole item of note was a June request for comments on proposed new drone regulations. The Ultralight Pilots Association of Canada submitted a detailed brief which SAC supported. For those interested the UPAC brief can be found here:

<https://upac.ca/wp-content/uploads/2020/06/3-UPAC-RPAS-NPA-finalized-response-June-5-2020.pdf>

Expect drones to continue to be a hot issue in the future with lots of pressure anticipated to allow their expanded use beyond visual range of the operator.

FAI BADGES – Walter Weir

See statistics table above. The pandemic did not seem to affect FAI badge flights in any meaningful way.

FLIGHT TRAINING & SAFETY – Dan Cook

SAC Safety Report See the separate safety report prepared by David Donaldson, SAC National Safety Officer. Since COVID-19 we have had a dramatic decrease in training activity and flying overall which is reflected in the incident/accident reports. David had several Safety Officer Zoom sessions to discuss/share ideas for COVID-19 safety measures.

Unfortunately, COVID-19 safety measures will be with us for another season and perhaps longer as the prediction is that it will be endemic, similar to other known infections. I have heard other discussions that one must be in close contact for 15 minutes to contract the virus and as that will likely greatly increase odds of infection; any close contact is a risk. Vaccinations have started but it may be next fall by the time there is enough social immunity to return to more normal club operations. We are looking at options that may allow instructors in the back seat, but short of having a separate breathing capability/face protection for rear seat instructor, sharing a cockpit will be against most current provincial health orders/guidelines, particularly with the spread of more infectious variants.

The Quebec FTSC Zone rep, Jo Lanoë, has forwarded a flight review used by CVVQ and this was circulated to most club Safety Officers. The feedback has been very positive and this review is recommended as the new norm as part of spring checkouts.

Badge leg statistics, 2011–2020

	11	12	13	14	15	16	17	18	19	20	5 yr avg	% of avg
1000 km	1	0	1	0	0	0	0	0	0	0	0.0	–
750 km	1	0	0	0	1	0	0	0	0	0	0.0	–
Diamond	0	0	1	0	2	5	2	0	2	0	1.8	–
Gold	2	3	2	3	1	2	1	1	2	2	1.6	125
Silver	11	9	7	13	9	7	2	11	10	8	7.6	105
C Badges	27	38	17	20	20	15	14	29	11	21	18.0	117

Badge legs 52 The following badge legs were flown:
9 Diamond, 13 Gold, and 30 Silver.

In addition, if practical flight “checkouts” are not possible, then clubs should take advantage of a flight simulator to cover the normal and emergency exercises. For pilots who feel that they might not benefit from simulation, “checkout” instructors can look at the *Dealing With Emergencies* presentation on the SAC website documents section under Safety & Accident Prevention folder, for scenario based training exercises that these pilots may find interesting and enlightening.

Instructor Training FTSC decided to conduct a trial virtual instructor course last summer due to COVID-19 restrictions utilizing ZOOM sessions. About twenty candidates signed up for the trial along with 7 to 8 mentors. After the first few sessions the candidate feedback was that the training material in our Drop Box cloud storage on teaching techniques and practical flight lessons was overwhelming as it was not well organized as to what was important and when needed. David Donaldson (GLGC) proposed we utilize a new “Howspace” course software product to better organize and breakdown the material. This required David, myself and Jason Acker (ESC CFI, AB Zone rep) to populate the new software and create new course material to guide study.

The instructor manual B section, on delivering practical flight lessons, was completed and candidates have been using the Beta version successfully. Part A has been also completed and should be done by the time this report is published. Each section sets out objectives, tasks, and video/printed material to prepare candidates to deliver Preparatory Ground Instruction, the Pre- and Post-flight briefings, and the demo flights with “instructor patter”. The deliverables are practised via ZOOM sessions with mentors and on Condor flight simulation. A video copy of the Condor flight demo is uploaded to *Howspace* to allow course conductors to comment and provide feedback. The theory exam is now multiple choice and is done online in *Howspace* when candidates are ready. *Howspace* also allows candidates to communicate on forums and post questions. There is also a Hangar Talk section that allows instructors to share instructional situations and solutions or lessons learned.

However, what was anticipated to be a five week course was closer to five months. The primary factors in the delays were the re-organization of the material to populate *Howspace*, many candidates not being familiar with Condor and that learning curve, and scheduling across three time zones. In addition, it

has been difficult to organize one on one ZOOM session between candidates and mentors in a timely fashion to progress through the material. I believe this is due to personal schedules, and what I call "COVID-19 fatigue" factors. We are all using ZOOM type sessions in our work and social activities. It is getting more difficult for everyone to stay motivated and find time to devote to the project. As a course conductor, it is extremely difficult to keep track of all the participants and keep the course on track. We will need to work on this area, perhaps working with smaller cohorts may solve most of the issues. Overall we are very pleased with the beta project so far and feel strongly this is the way ahead. The practical flight reviews will be held in the spring with appointed check instructors to review lesson delivery once candidates complete the multiple choice exams.

We are also working on a mentor training package to help prepare mentors for what needs to be done. We see this software being value added for development of "ab initio" courseware, ground school conduct and simulator based refresher training. We will expand the SAC Class III program to include Class II and I modules in the future on *Howspace*.

National Safety Program (NSP) Status This is a performance measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of annual club safety reports at time of writing (79%), club hazard/risk analysis (currently 84% of reporting clubs), safety audits (currently 72%), and safety program manuals (68%). Examples are on the SAC website documents section in the Safety Officer Training manual. SAC also has incentive programs for participation.

General Aviation Safety Program (GASP) Sylvain (GASP soaring rep), David, Jason, and myself were invited to talk with Simon Garrett (CFI Rockcliff Flying Club), who is the lead for the General Aviation Safety Program initiated by Transport Canada. Simon and his team were interested in what SAC had in the works to promote safety. We briefed the SAC National Safety Program and SAC initiatives to promote safety and instructor training. We discussed where our major concerns were dealing with issues as we have stall/spin, mid-air collisions, and pre-flight preparations at the forefront of most of our accident/incidents. Safety culture has been identified as being the main safety message to focus on and includes FLARM use. We discussed outreach to clubs and they offered a willingness to participate in club visits to talk about safety and GASP. They were supportive of the concept of "best practices" for a Tow Pilot Guide.

Tow Pilot Guide FTSC has discussed this idea over many years and there did not seem to be a demand for it from clubs. With several recent towplane incidents/accidents it was considered appropriate to put out a "Best Practices" manual base on incidents/accidents over the last thirty years from observations around the world. The idea of the manual is not to replace club towplane operations manuals but focus on what has gone wrong and what might go wrong, then give some best practices/tips on how to avoid the pitfalls. The draft has been completed and is being circulated within the FTSC for comment. The draft will go to clubs electronically for comment/

input then the final version will go to print, hopefully in the spring. Many club towplane operation manuals and national manuals from the FAA, BGA, NZ and Australia have been mined for information.

SAC Document Review Every decade or so it is a good idea to review our training material to ensure it is current and complete. I am asking clubs to look at the manuals (SOAR, Instructor Manual, PGI notes, Cross-Country Coaches manual) with eye to identify where changes need to be made. FTSC will review the recommendations once they are received with a deadline of end August 2021 for club input. Ideally we can make changes over the winter 2021/22. The most current manuals are on SAC web page documents section.

Pilot Training Record The current PTR for SAC was based on the TC PTR for power flying. It has served us with mixed appreciation but has certain advantages. Its size makes it easy to have handy during flight lessons, it's easy to see progression at a glance identifying strength and weaknesses, and it has a chronological list of comments for instructors to share notes. However, it has to be used correctly to be effective which has been the focus of training on past instructor courses. Some clubs use their own record sheets to keep track of the lesson progress and communicate between instructors. This is fine as long as the info is kept in club files for two years after licence as TC requires. Quebec clubs use the record sheets from France's Soaring Federation. Chris Gough, CFI at Cu Nim has proposed that this form be used for SAC. FTSC is reviewing the new form and would like to know what you use in your club before we finalize a consensus on changing the current format.

PGI Notes The Preparatory Ground Instruction Notes have had several amendments made as a result of preparations for the SAC instructor course. The Notes have been converted to PowerPoint for presentation on ZOOM so that we have a video format that can be used by instructors on multiple platforms to train students before their practical flight lessons. The objective is to complete the videos by the summer of 2021.

Approach Speed Monitor / AoA This FTSC project has been discussed in a previous annual report and is still seen as a possible aide to the risk reduction of stall/spin accidents. We are waiting for a response from OSTIV SDP with respect to implementation of AoA devices for gliders. The technology is available and we see a clear benefit for gliders to avoid stalls.

The challenge for gliding is that a corrected approach speed is required below 500 feet agl and a need for kinesthetic and audio alerting when below this calculated speed. We investigated the possibility of an automated wind speed and direction from navigation computers that display this information, but it was found that the data would be unreliable, particularly for the gust factor calculation. Underestimating the gust factor has played a role in many low level stall/spin, so GPS-based data is not useful. How we can address the surface conditions from circuit height is the challenge, especially for off-field landings and on ridges. If you have ideas, let me know. Real time ADS-B In from local ground reporting stations could be a solution? At least the current concept of manually entering the data would

prompt the pilot to consider the calculation required and then warn them if they become distracted as is often the case. The cell phone buzzer for a stick shaker was too weak and we need another solution that will fit most control sticks. Any ideas will be appreciated.

VR CONDOR 2 Demonstrator FTSC is putting together a demonstrator for Condor 2 with Oculus Rift VR goggles to augment current simulators used in clubs. This 3D capability was demonstrated by Cumulus Soaring at the last SSA convention for a training platform. Scott Manley had been using the device and the level of realism was exceptional, particular for flying the circuit, judging the approach, and dealing with emergencies. We will be looking on how it performs for illusions created by drift, sloped runways, etc. I hope to be able to visit clubs in the near future to demonstrate to club presidents and CFIs who may not be familiar with the technology.

FTSC Committee Changes Jo Lanoë has retired from the committee and replaced by Daniel Leduc from MSC (past CFI) as the Quebec FTSC representative. Joe Gegenbauer has also retired in BC and will be replaced in Ontario by Eileen Carter (RVSS Class 1 Instructor and former Pacific Gliding Region Air Cadet Standards Officer). Thanks to all the out-going FTSC members for their long service to SAC, the FTSC, and their personal friendship that has developed over the years.

Chairman: Dan Cook

National Safety Officer: David Donaldson

Members: Jason Acker, John Toles, Daniel Leduc, Eileen Carter

SAC Board Liaison: George Domaradzki

Director of Safety: Sylvain Bourque

HISTORIAN– Bruce Friesen

A year for the history books, for sure, 2020, but not a very active year for the SAC Historian.

The corporate history and memorabilia of the Alberta Soaring Council that had been collected by Phil Stade was pared down and I took possession of several boxes of the material. In due course it will be whittled down to the important historical material (disposing of detailed financial data and so forth), after which it will then be included in the next lodgement of Canadian soaring materials with the National Archives of Canada. In that vein, I remain available and keen to act as the destination for interesting documents from clubs in Canada seeking to find a good home for those boxes of material that have followed the club secretary position faithfully over the years – too important to throw away but not visible in a basement. Send me copies of such documents should you wish to retain originals within your club).

In my report last year, I touted the International Vintage Sailplane Meet, at Elmira, New York. Not surprisingly, that event did not happen. I am happy to say IVSM 2020 is now IVSM 2021, scheduled to take place at the historic Harris Hill soaring site, near Elmira, NY, 10–17 July. We can hope the vaccination program in Canada permits us to travel to the United States

by then, because that meet will be a wonderful opportunity to reconnect with the vintage glider aficionados from across the continent and admire some incredibly beautiful aviating artifacts.

Let's keep the old birds flying! I added to my collection during 2020 – thanks to Mark Harvey, a member of the Alburni Valley club, there is now a Scheibe L-Spatz 55 in my hangar due to his generosity and love of old gliders.

SAC INSURANCE OVERVIEW – Grant Robinson

The 2020 gliding season was like no other. The affects of COVID-19 forced the SAC Insurance Team to come up with a real-time flexible solution to address the challenges of insuring an aircraft during a pandemic. A special option to start the year on *Ground Risk Only* was negotiated with the SAC insurer. The implementation of this option changed the workload and programs operations. The workload on our broker was like having multiple individual renewals, it is estimated that the workload was 3–4 times that of a normal year.

Even with a reduced amount of flying, claims did occur. There were 12 hull losses reported. The result of the overall losses incurred in 2020-21 which are paid or reserved (ie. pending) are estimated to be \$293,145.

The Claims Surcharge was discontinued in 2020 for logistic and accounting reasons. The No Claims Bonus was paid out in 2020-21 to clear the account. This means there will not be any Claims Surcharge or No Claims Bonus amounts in 2021 – this program feature is now discontinued.

The chart on the next page shows the insurance history over the last ten years, the overall loss ratio remains at an overall 60%. This is the most important number to an insurance company. Most insurers require a total loss ratio under 65% to make an underwriting profit on a risk. This year's losses are all hull related. The total loss ratio for 2020-21 was 63%. The insurer views your account as a hull loss account with frequency, and a liability loss account with severity, but limited frequency. The graph shows the historical hull and total loss ratio since 2011. The loss ratio has gone over 100% (a very significant insurer underwriting threshold) twice in 10 years.

As we can see, the hull loss ratio is for the most part higher than the total loss ratio, this is as a result of limited liability losses in most years, which brings down the total loss ratio. Hull losses were disproportionately higher in 2020 due to the grounding of many aircraft for part or all of the year, plus 65 aircraft did not insure at all. These factors reduced the available hull premium to pay losses, resulting in a much higher than normal hull loss ratio of 231%.

SAC has had the same insurance company for the last 30+ years, they understand your organization, the operations and how losses fluctuate over time. Your underwriters look at both the long term trends as well as the short term results.

The more attention we pay to our individual and collective club safety efforts and operations, the more we will be able to help our ongoing premium rates and insurability as a group.

The graphic on the next page shows the FLARM installations vs. total aircraft by club for 2020-21. The overall installation rate for all aircraft is 79% (up from 2019 due to the overall reduced fleet number). 198 FLARMs have been installed in 250 insured aircraft.

SAC Membership Your SAC membership “validates” your insurance coverage, so please ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create difficulties in handling a claim. Club Treasurers, submit SAC memberships to the National Office *before* the start of the regular flying season. Failure to have club membership updated to the SAC office could potentially create difficulties in handling claims involving both club and private aircraft as it creates a question as to whether the individual in control of the aircraft was a SAC member and therefore covered under the insurance policy.

It’s 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.

FLARM Credit During 2020-21, our underwriter, CAIG, continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider/tow aircraft. The discount is available to all gliders and tow planes insured in the plan with an installed or designated FLARM unit at annual renewal. CAIG continues to recognize the

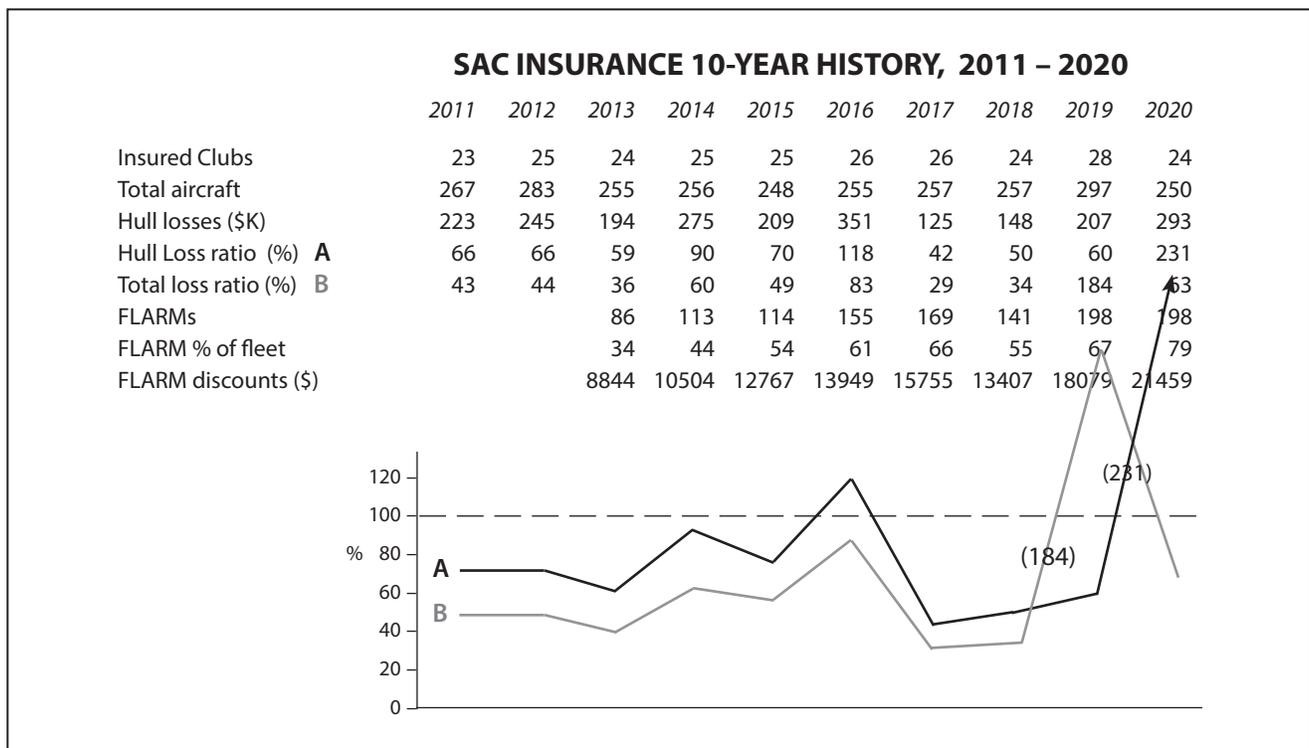
initiative of the soaring community to proactively work towards our own and others’ safety in the air. For the 2020-21 policy year, FLARM discounts of \$21,459 were given to clubs and private owners in the SAC plan.

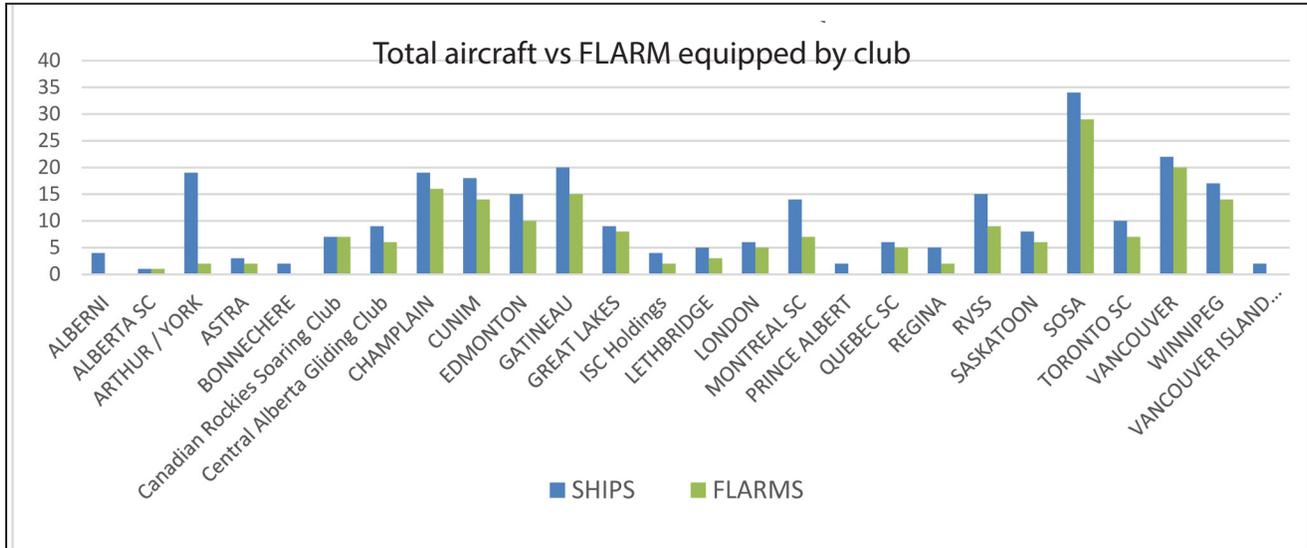
2021 renewals Our SAC insurance broker Gallagher has now finalized the negotiations for the March 31st program renewal. It has been determined that the most competitive pricing and coverage is still being provided by our current insurer CAIG. They have been the SAC insurer now for over 35 years.

The Special Ground Risk Only option has been withdrawn this year, and is not longer an option, as it was a special consideration due to the unknown of COVID-19 in 2020. Special circumstances will be considered, but this will be on a very limited basis. The forecast for private aircraft use is looking much more positive for this season given the overall anticipated improvement in the pandemic.

Rates have now been set and the average increase is below 5.5%, this is an excellent result given the very poor overall SAC hull loss ratio from this past year coupled with the high loss ratio experienced by SAC in 2019.

The overall insurance marketplace has seen considerable rate pressure on insurance premiums maintained over the last 12 months. The aviation insurance market is undergoing the same rate pressure. We are still seeing rate increases of 10-20% being common on private aircraft. The benefit of having been with the same insurer for so many years has assist SAC in times like this when many insurers are withdrawing their capacity and reducing their aviation participation.





The 2021 policy year will run from March 31, 2021 to March 31, 2022. As usual, coverage will be automatically extended through April 30, 2021 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via email.

Club renewal packages will be emailed to each club insurance contact as soon as available in mid-March. Private owner renewal notices will be sent out via email as well. It is important to be sure to let us know if you have changed your email address. If you have not received your renewal notice by APRIL 1st, please contact me at insurance@sac.ca.

Fuel tank spill coverage Most property insurance, including the SAC liability policy for our club premises, specifically excludes environmental damage. Once again, clubs will be offered the opportunity for separate coverage for fuel tank environmental liability. The premium will depend on specific club situations (tank types, number of tanks, tank location, surrounding environment) and so requires a separate questionnaire. It covers on-site and off-site cleanup, and third party liability (bodily injury and property damage) for pollution conditions resulting from the insured storage tank systems. A \$1,000,000 limit for third party pollution and limited first party clean-up will cost between \$1,500 and \$2,500 depending on your storage tank protection and volume.

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 clean-up bill. In some cases, there are government regulations specifying minimum standards for any "new" fuel storage facility. While existing fuel storage may not currently require upgrading, this could change as concern over environmental protection increases. Regardless of any insurance coverage, clubs should 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? Are these procedures reviewed with members on a regular basis, especially those regularly involved in fuelling? Is this member training documented? 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?
- 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. For above-ground tanks, do you regularly inspect the structural elements of the tank to ensure their integrity (tank support structures, tie-backs and the like)?
- Do you have spill retention "berms" around your fuel tank to prevent spilled fuel from spreading – otherwise known as secondary containment?
- Do you have sturdy fencing (e.g. metal pipe bollards) around your fuel tank to protect against vehicular and other collisions with the tank?

Director's & Officer's Liability (Management Liability) – "D&O policy"

Coverage for your Board of Directors, including directors and officers of the club in the execution of their duties and obligations. A \$2,000,000 limit can cost in the range of \$2,000-\$2,500 per year, with the exact premium dependent on a club's specific operations, so a separate application is required.

Organizations with paid or volunteer boards should be aware that directors and officers have very specific duties and obligations. Directors and officers have a duty to exercise due diligence in overseeing the management of the organization that they serve. They are required to act in good faith and in the

best interest of the organization. Directors and Officers should be given all of the appropriate information that is required to perform their duties effectively. Club Officers and Directors can be held personally liable for failure to perform their specific duties, so this coverage helps protect them in the performance of their specific duties. In addition, some provincial funding agencies are now requiring non-profit organizations to have such coverage in place.

Here's hoping a fun, challenging and safe year of flying for everyone in 2021.

RECORDS – Roger Hildesheim

2020 was a significant record year for our Canadian gliding community with two long-held altitude records being broken at the fall Cowley wave camp. Melanie Paradis and Patrick Pelletier established a new territorial record for Absolute Altitude in a multiplace glider and an outright new record for Gain of Height. The previous records in these categories had been in place since 1961.

Congratulations on a great flight Melanie and Patrick!

Pilots: Melanie Paradis, Patrick Pelletier
Date/Place: 6 Oct 2020, Cowley Airfield, Alberta
Record Type: Gain of Height, Multiplace
FAI Category: FAI 3.1.7a
Sailplane Type: Perkoz SZD 54-2 (C-GPKZ)
Altitude gain: 7275 m
Previous Record: Bob Shirley (Percy Campbell), 7102 m, 1961

Pilots: Melanie Paradis, Patrick Pelletier
Date/Place: 6 Oct 2020, Cowley Airfield, Alberta
Record Type: Absolute Altitude, Territorial, Multiplace
FAI Category: FAI 3.1.7a
Sailplane Type: Perkoz SZD 54-2 (C-GPKZ)
Absolute altitude: 9831 m
Previous Record: Bob Shirley (Percy Campbell), 9083 m, 1961

The table of Canadian records, current to 5 March 2020, is on pages 41 and 432

SPORTING – Jörg Stieber

International Gliding Commission

I was unable to attend the ICG Plenary Meeting in March 2020 in Budapest, Hungary. As in the previous year, a proxy with detailed voting instructions was given to the US delegate. The minutes of the meeting and other documents such as the financial report can be downloaded from the FAI-IGC website at <http://www.fai.org/igc-documents>

I will attend the upcoming 2021 Plenary Meeting which will be conducted via Zoom 4-7 March.

OLC Canada

The 2020 OLC season ended on 21 September. 283 pilots were registered, 268 achieved distances of more than 50 km.

COVID-19 restrictions which affected everyone in Canada from late March to the end of the calendar year are probably the reason for a lower-than-average general participation rate. On the other hand, excellent soaring conditions in Central Canada, particularly in SW Ontario, combined with the fact that many pilots who in other years were focused on competitions, were quite active on the OLC in 2020, resulted in several exceptional flights being posted.

Note: The club score also includes flights scored by club members outside Canada.

Flights scored in Canada 2017 2018 2019 2020 in last 4 years

	2017	2018	2019	2020
<i>Number of participants</i>	315	328	286	283
<i>Total flights in Canada</i>	2791	2936	2971	2628
<i>Total km in Canada</i>	443,064	493,610	516,343	501,611
<i>Highest km by a pilot</i> (Jerzy Szemplinski – 35 flights)	23,094	22,296	20,077	19,292
<i>Highest km by a club</i> (SOSA – 465 flights, 45 pilots)	87,224	92,787	84,016	117,226

Winners and Achievements:

Best flight by a Canadian club pilot:

OLC Worldwide Branko Stojkovic; Astir; Bahia Glide, Brazil; 3 Oct 2019; 701.15 km; 936.25 OLC points

OLC Canada Nick Bonnière; LAK-17B 21m; Hawkesbury, ON; 15 June 2020; 870.5 km; 805.9 km FAI Triangle; 934.7 OLC points. This is also the best flight achieved by a Canadian pilot on the OLC – North America.

OLC Canada Champions (6 best flights)

- 1 Jerzy Szemplinski, SOSA Gliding Club 4633 pts
- 2 Luke Szczepaniak, SOSA Gliding Club 4448 pts
- 3 Nick Bonnière, Montreal Soaring Council 4268 pts

Congratulations to Jerzy, Luke, and Nick on outstanding flights.

OLC Canada Junior Champions (6 best flights):

- 1 Charlie Pastuszka, Canadian Rockies SC 2056 pts
- 2 Chris Begemann, SOSA Gliding Club 1988 pts
- 3 Owen Cole, Toronto Soaring Club 1140 pts

Congratulations Juniors on great flights and scores which are a significant improvement over the 2019 results.

Senior Soaring Championships, Seminole Lake, FL

The Seniors, held 14-20 March, was the only competition held in North America in 2020. COVID-19 Lockdowns started in the US and Canada during the week of the contest. Contestants and organizers agreed to continue the competition under COVID-19 protocols which eliminated the need of physical meetings for briefings, etc. Distancing rules were observed at the flight line. No infections or transmissions among the contestants, crews or organizers were reported within a 14-day period after the end of the competition. The protocols developed for the 2020 Seniors are a good start for future competitions where COVID-19 or similar viruses are a factor. Three Canadians competed in a field of 51 pilots:

8	Joerg Stieber	JS	ASG-29 Es-18	4657 pts	94%
22	Andy Gough	KJ	DG-800S-15	4432 pts	89%
30	Marian Rakusan	MR	ASW 20	4202 pts	85%

Canada had three pilots registered for the 36th World Gliding Championships in 18m and 15m Classes to be held in Germany and France. The World Championships were postponed by one year. One Canadian pilot is currently registered for the postponed 36th WGC in 18m Class in Germany, but in light of new COVID-19 variants and slow progress with vaccinations, it is questionable whether the Worlds will actually take place in 2021.

Sporting Committee chairman: *Joerg Stieber*
 members: *Branko Stojkovic, Chris Gough*
Emmanuel Cadieux, Walter Weir

SAFETY – David Donaldson

It has been an interesting year to say the least. There was a reduction of flights from 16,172 reported in 2019 to 10,205 in 2020, a 37% drop. With 147 incidents reported, our incidents-to-flights ratio went from 96.3 flights per incident in 2019 to 69.4 flights per incident in 2020. A dramatic increase that I believe is due to the factors described in this report.

With COVID-19 restrictions in place, many clubs started their flying season later than planned, often with reduced club ships use. This resulted in reduced club and two-place flights. We had no reports of COVID-19 infections as a result of gliding activity. Congratulations are in order to club leadership and all the volunteers who put the extra time and effort into ensuring we not only complied with the government restrictions, but the caring to ensure the safety of all our members. This was done in each club as well as shared club to club, assisting each other building effective measures.

All of these extra procedures, and concern with the global pandemic, was noted as a distraction in the cockpit. We did see a spike in reports of “silly mistakes” that were attributed to this distraction. Some of these are represented in the official account below, some were informal communications received early in the season acknowledging the effect COVID-19 was having on the mental state of pilots in the field.

Excerpt of report from an experienced pilot:
I believe the major contributor in this incident is recency. Due to winter, plus delay due to COVID-19, the insidious nature of not being current catches us unaware. Be mindful of your own recency. No matter how experienced you are, it does not replace currency. There is no shame in asking for a few flights dual before flying on your own. Aviation is not a single event, but rather a daisy chain of hundreds of opportunities to screw up. Any single one can ruin your day.

Before the Canadian flying season began, the USA saw a 30% increase in insurance claims, triggering a notice from the SSA insurance company that if this trend continued, there would be increases in insurance rates or potentially cancellation of

the insurance policy. Checking the 2020 NTSB database, they listed one serious and four fatal accidents between 9 Feb and 9 April, all occurring with unusually low flight numbers. Historically, this period usually results in 0-2 fatalities. In Canada, we took this as a leading indicator, alerting the Canadian gliding community who received and reacted to the information favourably. Spring checks were modified to compensate for the lack of ability to perform them in the traditional way. Jo Lanoë shared a spring check briefing that they use at CVVQ – a procedure developed within their club by several instructors. This was updated and shared nationally, with many clubs adopting this to augment their spring checks. FTSC recommends that this become part of the standard spring checks even after COVID-19 restrictions are lifted.

I am pleased to announce that our measures paid dividends as we had a relatively safe season. SAC and FTSC continue to support and recommend FLARM nationally. As you are probably already aware, there was a crash in the BC mountains early in the season that was observed on FLARM. The combination of the live data feed with the diligence of the local pilots, enabled aid to be brought to the crash site within minutes. This undoubtedly saved the pilot’s life – a true success story that we should celebrate. The details of this amazing story can be found in *Free Flight 2020/2*.

2020 was a challenging year, 2021 will present us with many of the same challenges, only this time we are heading in with experience and lessons learned we can draw on. As always, when it comes to aviation safety, it is not a destination but a journey. We need to remain vigilant; watching out for those factors that impede our ability to operate in the safest way possible, and watching out for our fellow aviators. Fly safely.

ACCIDENT LIST

- 1) Pilot suffered a lapse of consciousness due to a brain bleed resulting in the glider flying unguided for several minutes before impacting terrain. Due to base station FLARM tracking and vigilant operations, it was observed that the glider had crashed (FLARM was still transmitting), and EMS was alerted and on site within an hour. The quick response likely contributed to a favourable outcome for the pilot. The pilot spent six weeks in hospital recovering before being released.
- 2) Towplane taxiing back to hangar hits glider on runway shortly after glider landed ahead of the towplane. Both aircraft had FLARM and radio calls were made by both aircraft. A contributing factor was position at the end of runway. The towplane was started only to reposition back at the hangar to close down operations.
- 3) Glider lands gear-up, causing extensive damage.
- 4) Glider significantly damaged during an outlanding at Cowley.
- 5) Glider significantly damaged during an outlanding during cross-country flight.
- 6) Rear canopy of Grob-103 opens on take-off, shattering and separating from the airframe resulting in damaged total energy probe and horizontal stabilizer. Glider towed to safe altitude where it released and landed

safely. Resulting excess drag reduced the glide performance resulting in an abbreviated circuit.

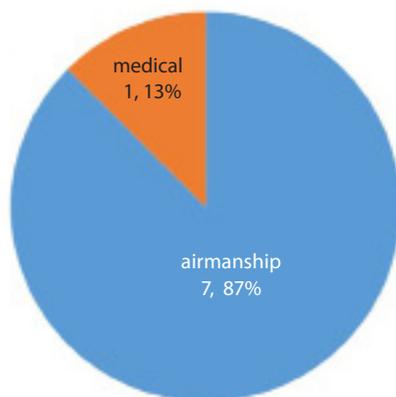
- 7) Club member slips while getting out of a golf cart, falls and breaks wrist. Contributing factor was sawdust on floor of hangar/workshop.

INCIDENT LIST

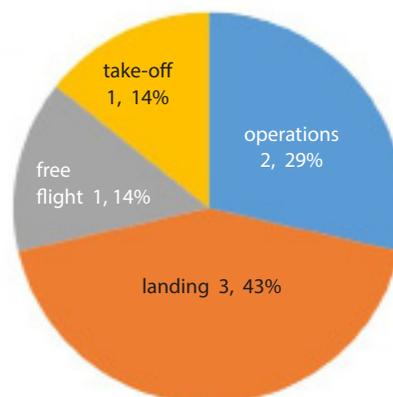
- 1) Club member hit in the head when moving a glider, knocked down. Went home for the day to recover.
- 2) Glider released close to ridge with ridge on right hand side. Both glider and towplane started a left turn at the same time. Glider radioed towplane to stop turning and fly straight to clear path for glider.
- 3) Glider departed paved runway into adjacent gravel areas during crosswind landing.
- 4) During tow, local air traffic reported its position incorrectly, resulting in reduced separation. When corrected, traffic apologised and departed the area.
- 5) Towplane taxied to the pumps with the tow rope attached. After fueling while taxiing away, the tow rope caught under a vehicle tire and jerked the towplane before breaking the weak link.
- 6) Solo student was observed by instructor to be low in the circuit on the last flight of the day. After review of the flight trace, the instructor reviewed findings with the student. Although the end result was lower than normal circuit, the student had made good decisions (with some bad luck) on return to the airport, and made a safe modified circuit.
- 7) People tried to access a sky diving operation by attempting to drive onto the apron with planes preparing for flight. The vehicles were stopped before they entered the apron.
- 8) The above incident happened on two occasions.
- 9) Weak link broke when slack rope snapped tight after "all out" was called. Pilot did not see the slack in the rope.
- 10) A loop in the tow rope wrapped around the wing runner's foot as the towplane taxied into to position for take-off resulting in rope burns around the wing runner's ankle.
- 11) During the pre-flight check list, the pilot noticed that the rudder was not moving freely. The pilot called off the launch, and the glider was removed from the flight line for inspection. It was discovered that a portion of the metal fairing on the tail had bent and was now interfering with the rudder movement. The metal fairing was recontoured and deemed airworthy. Damaged caused when tail wheel dropped into a hole in the staging area on the side of the runway.
- 12) COVID-19 procedures were forgotten several times during the season, particularly near the end of the season when attendance was low (note: this was observed at several clubs).
- 13) The glider was assembled and put on the runway by the pilot. Another member informed the pilot that the TE probe was not installed. The TE probe is not on the Assembly Critical List.
- 14) During flight, tow pilot noticed a noise that was the open fuel cap retained by a chain. Fuel cap secured after landing. It was the first flying day of the year.
- 15) Glider released in a low position resulting in the tow rope being dangerously close to the left wing of the glider. The glider pilot was focused on the thermal to be centered rather than tow position.
- 16) Towplane seat found broken; it had been flying with this problem for some time.
- 17) In preparing for the landing, the glider pilot retracted the wheel instead of extending it after failing to retract the gear after release.
- 18) On a crosswind takeoff, the glider pilot failed to maintain position behind the towplane. The glider bounced on the ground several times before the pilot regained control.
- 19) Motor glider flew wrong direction near the downwind leg of the circuit while warming up his engine after getting low. Several attempts to radio him were unsuccessful as his radio was on the wrong frequency. The glider climbed away after engine had warmed up.
- 20) Glider being ground-towed back to the launch end of the run had to be pushed off the runway when a previously unobserved glider was on short final.
- 21) During takeoff and towing, glider pilot turned off his radio as well as his FLARM. The FLARM was interfering with the radio. After the release the tow pilot could not locate the glider due to poor visibility and glare from the sun. The glider's radio was turned back on before landing.
- 22) Fuel cap on towplane observed to be "moving" by glider pilot while on tow. The fuel cap was correctly secured after the flight.
- 23) Glider landed gear up. Pilot failed to raise gear after release, raised gear in preparation for landing.
- 24) Glider pilot moved glider to the side to correct for the slack rope. Tow pilot warned glider pilot to get back in position. Glider pilot corrected his position and tow continued as normal.
- 25) Glider pilot left ridge at 6600 ft asl, below the recommended minimum of 7000 asl. Pilot planned a straight in approach on runway 11 but ended up having enough altitude to do a left base.
- 26) Glider pilot felt tired after two hours of flying and opted to land early.
- 27) Glider groundlooped while landing. Landing was conducted close to the edge of runway to avoid towplane and glider preparing to launch.
- 28) Glider entered Class F (Controlled) airspace.
- 29) Aileron control rod could not be disconnected during derigging, necessitating the removal of the connector assembly to de-rig. Faulty connector replaced.
- 30) Primary landing gear extension system failed, gear lowered by back-up system. This happened twice within 2 weeks. Aircraft grounded until repairs completed.
- 31) Multiple runway incursions by club members driving across the active runway with vehicles, in contradiction to operations manual and signs at the field.
- 32) Grob-103 rear canopy opened during tow. Instructor asked student to release and land the glider. Instructor closed the rear canopy and held it closed. Glider landed without further incident. Instructor reported being distracted while helping to undo a knot on the tow rope.

- 33) Glider observed in the circuit much too low, established final at 100 feet agl.
- 34) Towplane fuel cap was discovered closed on its chain during DI.
- 35) Towplane left exhaust pipe cracked during flight, smoke and loss of power was noticed by pilot. Landed without incident. Exhaust pipe repaired.
- 36) Grob-103 rear canopy opened during tow (second time within month). Instructor with a student in front, kept control, released at 1000 feet, and proceeded to a safe landing without further incident.
- 37) Pilot saw that a tow rope ring wasn't welded properly together, tow ring was replaced.
- 38) Glider landed gear up.
- 39) Burning of old cut branches and rubble almost turned into an uncontrollable fire. Fire pit is judged far enough from our operations and hangars.
- 40) While working on restoration of a towplane (stripping paint of fuselage), members were reminded also not to fly after working with such toxic products.
- 41) Glider aborted take-off due to wing tip contacting the ground followed by an uncommanded yaw. The glider pilot regained directional control and stopped on the centre line of the runway.
- 42) Glider entered an active sky dive drop zone.
- 43) Two gliders developed ongoing radio problems during the season, used handheld radios as temporary fix.
- 44) Glider took off with tail dolly. Contributing factors: first flight of the 2020 season, inexperienced wing runner, lack of check flights due to COVID-19 procedures.
- 45) Spare tail wheel assembly had a worn, unserviceable tire. This was noticed when the spare was needed for the towplane.
- 46) Tow pilot noticed that something did not feel right after the second flight of the day. Upon inspection it was noted that the leaf spring assembly had slid out of position to the right, blocking the wheel and the rudder movement. The starboard bolt holding the spring packet together was missing and assumed to have broken. This missing bolt was replaced as well as the

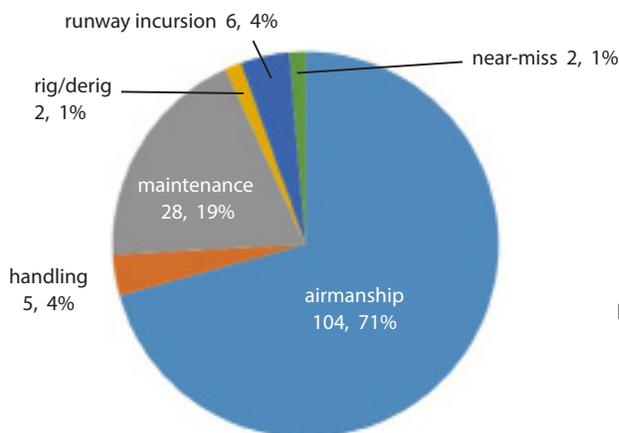
Accidents by category



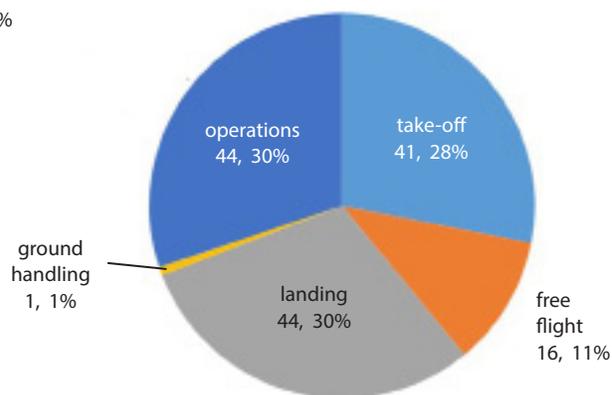
Accidents by phase of flight



Incidents by category



Incidents by phase of flight



- bolts on the port side.
- 47) During DI it was noted that the rear seat FLARM mount and could not be secured in a viewable position. It was likely overtightened.
 - 48) Glider wing dropped during take-off resulting in a ground loop. The pilot attempted to raise the wing using aileron with no success and upon reaching a 45° angle to the towplane, the glider pilot released the tow rope. The right wing made contact a golf cart parked at the side of the runway. The collision resulted in minor gel coat damage to leading edge of the right wing. This was the pilot's first flight after being checked out.
 - 49) There were a couple of minor hangar storage/rash related incidents.
 - 50) During flight operations, club member drove a car (backtracking) down the runway in contravention to explicitly stated operational procedures.
 - 51) A glider pilot transitioning to a new aircraft type landed and rotated forward resulting in dragging the nose on the ground (tail dragger glider). Pilot de-briefed by instructor.
 - 52) Same pilot as above, second landing also dragged the nose on the ground. Additional remedial training planned.
 - 53) Outlanding by solo student – two-seat trainer.
 - 54) Outlanding by solo student – single-seat club ship (same pilot as above).
 - 55) Glider landed downwind to facilitate faster turn around under low staffing conditions almost overran the runway. Intentional down wind landings stopped.
 - 56) Glider landed gear up. Pilot failed to retract gear after tow, raised gear in preparation for landing.
 - 57) Towplane tail wheel collapse on landing. Investigation revealed long standing fatigue failure in upper leaf spring and ½ of lower leaf spring at a location hidden from view within the tail wheel assembly.
 - 58) Towplane experiences complete loss of power while backtracking after landing. After sitting for a few minutes on the ground was started up without further issue. Carb icing was the suspected cause (ambient conditions about 20C with high relative humidity).
 - 59) Towplane landed right in front of glider on final. Glider passed 20 feet above the towplane, landing in front of the towplane. Note: towplane's radio was turned off due to excessive static. Only the glider was equipped with FLARM. Neither pilot saw the other.
 - 60) PowerFLARM software found expired on first flying day of season. Updated next flying day. Remember to have USB ready with software update when beginning flying season.
 - 61) Side opening canopies left open in ~12 kt wind while glider unattended. Canopies closed and latched and people reminded.
 - 62) Magnet that secures the rodent cover for CG hook was found on the CG hook after the rodent cover was removed. The magnet was reattached more securely to rodent cover.
 - 63) Winch line snarled after early release.
 - 64) Wingtip brushed grass on winch launch. Crosswind present. Need to be quicker to either correct with rudder or release to avoid cartwheel hazard.
 - 65) Battery fuse blew twice on ground retrieves. Wiring examined, but nothing found loose.
 - 66) Winch launch with spoilers not locked – noticed by instructor near the top of launch.
 - 67) Student took hands off the release to close the window during initial ground roll on winch launch.
 - 68) Winch operator pulled the parachute into the rollers, damaging them.
 - 69) Experienced pilot transitioning to backseat of the Grob lost grip of the release lanyard and had to ask the front seat instructor to release.
 - 70) Person holding up the hitch of the oxygen cart was knocked over when tractor surged backward. A proper jockey wheel installed on oxygen cart.
 - 71) Student slow to react to a simulated rope break. The student was getting complacent with his launches, thus the simulation. On three later simulations there was no problem.
 - 72) Single seat glider damaged during ground assembly.
 - 73) Towplane started take-off roll with glider in landing circuit. Landing glider overtook towplane and landed on side of runway while towplane continued take-off with glider in tow despite multiple radio calls.
 - 74) Spoilers opened on take-off. After tow pilot altered course in preparation for possible emergency landing, glider pilot notices and closes spoilers.
 - 75) 2-33 glider goes beyond final glide, returns to field without a proper circuit. Contributing factor was lack of currency on type (pilot used to flying ASK-21).
 - 76) Near miss between landing glider in circuit for landing and glider on tow shortly after take off. Taking off aircraft (tow and glider) were on the reciprocal runway to the landing glider.
 - 77) First flight on type. Student pilot gets low and slow in the circuit.
 - 78) Glider took off with tail dolly attached. Contributing factors were change of runway after pilot had completed pre-flight including walk around, lack of wing runner's checklist (new member running wing), and sense of urgency due to launch delays from switching runway. Walk around was not conducted after re-positioning for take-off on new runway.
 - 79) Towplane upset – pilot on his first flight on type balloons on initial take-off, lifting the towplane's tail up. Glider pilot quickly recovers and completes the flight with no further incident.
 - 80) Tow rope breaks at 1900 ft agl. A knot was discovered in the weak link. There was large influx of cadets who use a knot in the rope as a standard weak link. There were two instances of knots in the weak link.
 - 81) Tow pilot turns to avoid flock of geese resulting in a rope break at about 550 ft. Both aircraft landed without further incident. A knot was discovered in the weak link. There was large influx of cadets who use a knot as standard weak link.
 - 82) Member injured back while assisting to lift glider inside the hangar to deploy landing gear.
 - 83) Door slams shut in windy conditions, injuring hand.
 - 84) Runway incursion by power plane backtracking after

- refueling. Pilot was unfamiliar with glider operations.
- 85) During DI of glider, the horizontal stabilizer was found to be loose. Investigation indicated that the safety wire intended to prevent rotation of the bolt was not in place and that the bolt had loosened. The glider was previously rigged, inspected, and a critical assembly check was performed by another pilot. It did not fly between being rigged and the bolt found unsecured.
 - 86) Periodically, difficult-to-see steel hold-down stakes were left behind when a glider or trailer had been moved. This presents a danger for personnel, automobiles, and lawn mowing equipment.
 - 87) A battery hold-down fitting was dropped and found its way into an inaccessible crevice in the baggage area of a glider. This fitting was left and its presence not documented, violating the principle that if foreign objects are dropped into an aircraft the aircraft should be grounded until the object is recovered.
 - 88) During a DI, the control cable run of an L-23 Blanik was examined through a fuselage access panel near the tail of the aircraft. A part of a plastic antenna mount from the cockpit was found inside the fuselage. The whole control cable area was inspected and cleaned.
 - 89) After turning base following a flight through scattered showers, the airspeed indicator of a glider was found to be behaving unreliably. The glider landed without further incident. The ASI system was taken apart and dried by a qualified technician, and the aircraft returned to service.
 - 90) Glider took off with end of strap outside the canopy. The pilot elected to cut the flight short, requesting a 1000 ft tow, so he could return to the flight line and deal with the strap on the ground.
 - 91) Glider pilot aborted take-off when he noticed the glider was catching up to the towplane on the initial ground roll due to a temporary reduction in towplane power.
 - 92) Towplane forced to go around when on short final due to club member's vehicle on the runway. The member was using his personal van instead of the usual club quad to save time.
 - 93) Glider pilot received FLARM alert while on tow near release height (3000 ft agl). Glider pilot called for left turn to avoid traffic, towplane turned left. After release, glider joined the conflicting traffic in a thermal.
 - 94) Glider on take-off roll when glare shield came loose. The glare shield shifted positions several times prior to the glider becoming airborne. The shifting of the glare shield did not block the view or the controls but was somewhat distracting. Once the aircraft became airborne, the glare shield stopped moving and the pilot was able to position it such that they had a nearly normal view. The glider completed the flight without further incident.
 - 95) Flying in extreme turbulence (Cowley wave camp), Colibri II knocked loose from Velro mount by pilot's leg and jammed the stick, severely impeded the operation of the stick to the extent that the pilot considered bailing out. Since the aircraft was still marginally controllable, the pilot kept trying different things to free the stick. The pilot succeeded in freeing the stick enough that they judged they had enough control to land.
 - 96) Hard landing after passing through strong wind gradient. Student flying, instructor attempted to take over without the standard verbal commands, resulting in both pilots putting in contradictory inputs, resulting in a hard landing.
 - 97) Pilot on cross-country flight executed a low save. Even though the low save was successful, the pilot felt that they were out of their comfort zone and beyond normal safety margins.
 - 98) Both the glider and the towplane release rope at altitude. Nearing release altitude, the glider got out of position. When the glider pilot lost sight of the towplane, he immediately released. At the same time, the tow pilot released. Both aircraft completed their flights without further incident.
 - 99) Glider ground looped on landing, first flight of season.
 - 100) Two people were observed crossing the runway with glider on short final. Pilot adjusted his approach to overfly the pair and executed a "less-than-perfect" landing. Contributing factor: beginning of season.
 - 101) Towplane experiences prop strike when landing.
 - 102) Near miss reported after FLARM alert (three separate reports).
 - 103) Near miss reported after FLARM alert (three reports).
 - 104) Near miss reported after FLARM alert (three reports).



- 105) Pilot executes abbreviated circuit after flying cross-county exercise and getting low. Too focused on completing task and not landing out, and flew below safe minimums.
- 106) Motor glider taxied for take-off with pitot cover still on. Duty instructor stopped take-off and corrected situation. Contributing factor: pilot regularly taxis with pitot cover on.
- 107) Glider landed with flat tire resulting in congestion on runway.
- 108) Gear-up landing on first flight on type. Contributing factors: decision to raise wheel after completing pre-landing check due to encountering sink and controls opposite to other known glider type.
- 109) Two students flying together performing aerobatics and a contest finish they were not trained/experienced to do. (Of note, this type of behaviour resulted in two fatalities in the Cadet program some years ago.)
- 110) Trim "jumps" to full up while glider on tow experiences turbulence. Pilot momentarily loses sight of the tow plane. Control was recovered and the flight was completed without further incident.
- 111) Glider passes second glider on downwind, landing ahead of first glider that was already established in the circuit. The second glider did not notice the first glider. Contributing factor; the second glider was rushing to land before a 1-hour limit to avoid monetary penalty.
- 112) Glider altered course on cross-country flight to avoid collision with C-172.
- 113) Solo student landed with nothing to spare after low circuit on a windy day.
- 114) FLARM alert, course altered to avoid conflict. Alert was deemed erroneous by PiC, later investigation revealed that the second glider's FLARM did not have antenna installed (parts on order) and the alert was either another aircraft that was not observed on the glider's transponder.
- 115) Seat pan broke during glider egress. Contributing factor lack of parachute due to "limited time".
- 116) Rope break at 500 feet. Glider landed without further incident.
- 117) Consistent slow approach and landing speeds in a K6 as a result of the airspeed indicator be switched from knots to miles per hour.
- 118) Difficulty in communicating with older club members due to hear loss associated with aging.
- 119) Inspection panel opens in flight. Glider landed without further incident. The panel was still connected to the bungee.
- 120) Plastic stick grip slid up the stick in flight, disabling the push to talk switch preventing the pilot from announcing his circuit on a busy day. On flare, the stick grip came off resulting in an uncontrolled hard landing.
- 121) Several incidences of failure to issue NOTAM as per standard operating procedures.
- 122) Glider undercarriage collapsed on landing.
- 123) Pitot was not covered resulting in a blockage. Blockage was discovered during DI.
- 124) Several gliders seen approaching on windy days with little reserve energy, and barely reaching the runway.
- 125) A thunderstorm was approaching from the SE during flight operations. Gliders landed, however there was insufficient time to pack the hangar with the number of people available before the arrival of the Cb.
- 126) A single-seat glider was on downwind as the towplane was also approaching on a long base. Neither seemed aware of each other, so Hawkesbury ground called the towplane to advise him of the traffic on downwind and the towplane passed behind the glider.
- 127) A single-seat glider was returning to land and called in on crosswind. On turning downwind for runway 27, a 2-seat glider was at about the same altitude and about 50 metres to the right, in the opposite direction. The gliders passed each other 3 or 4 seconds later.
- 128) A single-seat glider was being towed to 1000 feet for precision landing practice. A misunderstanding resulted in the towplane entering downwind and initiated a descent prematurely with the glider still in tow. The glider released and landed without further incident.
- 129) Motor glider pilot fiddling with his engine/propeller settings in the downwind leg of the circuit, traveling back and forth, interfering with the circuit.
- 130) Pilot pulled the airbrake handle instead of release on aborted aerotow (during ground roll).
- 131) Pilot deliberately ground looped during the "5 spot landings" exercise to stop within landing box.
- 132) Pilot deliberately ground looped during "5 spot landings" exercise to stop within landing box. (Repeat of above, same pilot, consecutive flights.)
- 133) Pilot chose to land within six feet of the only other aircraft on the field.
- 134) Pilot lost orientation on downwind while fiddling with the radio to communicate concern about vehicle on the field, resulting in an outlanding.
- 135) Pilot of K21 failed to remove tail weights prior to take off; weights spotted by wing runner.
- 136) A motor glider launches immediately after a glider in tow, outclimbs the towplane and glider, resulting in a near collision situation.
- 137) Towplane upset at about 400 ft when glider pilot failed to follow the towplane as it entered a bank resulting in the tow pilot releasing the glider. This was a check flight.
- 138) Instructor took control after check flight pilot got out of position. Release failed to work properly, requiring two attempts to release. Tow cart also experienced difficulty in releasing the glider. Maintenance found a broken spring in the release mechanism. Contributing factor; all three pilots in the scenario were "rusty".
- 139) A club member flying his new power plane lands at the club after experiencing severe vibration during flight. Cause was determined to be elevator flutter as evidenced by severe damage to the elevator and trim tab.
- 140) Several errors on first flight of the season: (note: the day was hot and was a good soaring day.)
 - a. The pilot got to the club later than desired.
 - b. It took some time to find help to rig their glider.
 - c. The glider's FLARM required updating which took more time.
 - d. The pilot noticed that altimeter hundred's needle was pointed at 200 feet and set hundred's needle

back to 800 feet. [The pilot missed noting the position of the thousand's needle and set the altimeter incorrectly. The altimeter was actually set to 200 feet below sea level.]

- e. The pilot omitted the spoilers closed check during pre-launch check.
- f. The pilot launched and heard an unusual rumble during the ground roll and the ground roll took longer than normal but the take-off occurred with plenty of runway to spare. The take-off was normal but the climb-out was slower than normal.
- g. After release, the pilot encountered rapid sink, noticed the unlocked airbrakes and locked them. At the time that the pilot observed them, the airbrakes were open one or two inches.
- h. The pilot noticed that the altimeter was not matching his visual altitude and asked the tow pilot to wave him off at 3000 ft agl. The glider pilot looked at the altimeter and noticed that the towplane appeared to be diving away so the pilot released immediately. [The tow pilot reported that the glider got high on him rather than the towplane diving down.] The rest of the flight was normal.

FREE FLIGHT – Ben Hornett

2020 saw the number of *Free Flight* issues increase to two, from one in 2019. There were plans for more issues but with no competitions two seemed to be the right number in the end. The page number increased substantially, however.

Many people submitted articles and I hope to see that trend continue in 2021. Thank you to those who made the effort to share stories and keep the gliding community informed on the many great soaring things that happened in 2020. Please keep sending the articles, updates, and photos. If you know of a good topic but aren't the right person to write it, please chase it down or let me know so I can help pursue it.

Finally, I would like to recognize the massive guidance and editing help from Tony Burton and Ursula Wiese. The 2nd issue of 2020 really only crossed the finish line because of them. Thank you!

WEB SITE – Patrick McMahon

Activity on SAC/ACVV's web properties reflected the 2020 soaring season across Canada – fits and starts, especially as it pertains to social media.

As records were declared on the SAC form, the tables were updated, and as documents were provided for posting on the website they were added. It was great to add the more graphically rich editions of *Free Flight*, something I expect we are all excited to be receiving in our mail boxes again.

Look for the @canglide account on Twitter to record website changes and new content being produced, while the Face-

book account will continue to share Canadian content and will try to delay posting to attract fresh eyeballs.

With many clubs reacting to the COVID-19 pandemic differently, overall content production appeared to be less than in recent years, but quality is improving and clubs are consistently using the platform to reach a new audience. More and more Canadian glider pilots, and a few gliding clubs are using Instagram – in isolation or cross-posting to Facebook, which is an interesting way to engage with the broad soaring and gliding audience on that platform.

The fantastic summer soaring in southern Ontario and Quebec provided remarkable achievements on the OLC, but did not produce many boastful posts from the social media accounts of respective clubs. Then again, who does this for the glory?

Let's hope for a resolution to this pandemic with safe operating parameters as we transition out of this 'lockdown' and great soaring conditions in 2021.

Don't forget to share your achievements, milestones, and the beauty of soaring from your site, and if you'd like to draw attention to a story, or need something posted to *sac.ca*, please reach out to *webeditor@sac.ca*.

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to all those presented with SAC national honours for their contributions to Canadian soaring in 2020:

- Nick Bonnière
- Patrick McMahon
- Charlie Pastuszka
- Susan Snell
- The Cu Nim Gliding Club
- Chris Gough
- Melanie Paradis
- Patrick Pelletier
- Jerzy Szemplinski (twice)

All those individuals and that organization, through their accomplishments and contributions, are sure to inspire soaring enthusiasts across the country.

SAC Award of Appreciation

Trevor Florence

It is difficult to put into words what Trevor did on 10 July 2020. It is impossible to fit his actions that day into a neat box within the basket of awards that SAC has presented over the years, but this one will do!

For the full details, please read the article prepared by Charlie Pastuszka for *Free Flight* 2020 in issue 2. In short, a medical event caused a fellow glider pilot to wind up in a life-threatening situation, in response to which immediate and effective action was necessary. That pilot was fortunate to have Trevor present, alert, and prepared to act. Behind those details lies the wisdom and strength of character Trevor has fostered within himself over many years of taking responsibility for a soaring operation in terrain that while rewarding is also challenging. Trevor expects of himself complete

awareness of all aspects of the soaring operation at Invermere, on the ground and in the air, particularly anything that touches on safety. That awareness was critical in this instance, positioning Trevor to notice something out of the ordinary and to marshal the response.

SAC chooses, through this Award, to recognize both that long-standing commitment to safety, and its specific application on 10 July 2020.

Canadair Trophy – best 6 flights of the year

The Canadair Trophy is presented to the pilot who achieved the highest total score for six flights within Canada; if the best six flights are accomplished in a motorglider, parallel recognition is extended to the best six flights in a pure glider. The OLC scoring system is used to determine the flight scores, and the OLC year is used as the surrogate for the calendar year.

Jerzy Szemplinski – SOSA Gliding Club

There is a saying, “When given lemons, make lemonade.” Cut by COVID from his passion for competition – at which he has had considerable success at the national and international levels – Jerzy turned his soaring skills to the alternate challenge of maximizing soaring performance on the given day. That is what the OLC measures, and again Jerzy excelled. During 2020, Jerzy garnered a total of 4633 OLC points with the best six of his numerous excellent flights. All of those six flights were flown in his ASG-29 in 18m configuration, launching from SOSA. Details of his flights are as follows:

August 19	814 points	796 km	99 km/hr
August 6	792 points	766 km	95 km/hr
June 29	789 points	773 km	96 km/hr
July 31	764 points	741 km	98 km/hr
June 14	739 points	713 km	98 km/hr
July 14	735 points	702 km	87 km/hr

It is worth mentioning Jerzy’s total during the 2019 OLC season was “just” 19,197 points. His two national trophies this year continue an outstanding record of excellence in Canadian soaring. Congratulations Jerzy!

BAIC Trophy – Best Flight of the Year

The BAIC Trophy is presented to the pilot who achieved the single best soaring flight within Canada. If the best single flight is accomplished in a motorglider, parallel recognition is extended to the best single flight in a pure glider. The OLC scoring system is used to determine the best flight, and the OLC year is used as the surrogate for the calendar year.

Motorglider: Nick Bonnière – MSC

Nick Bonnière has been amongst the top scoring pilots on the Canadian section of the OLC for many years. In 2020, Nick drew on that experience and commitment to achieve the single highest scoring flight of the year in Canada. He earned 935 OLC points for a flight of 871 km embedding a triangle of 806 km, flying his LAK-17BT in 21m configuration. The ‘T’ denotes the FES (front electric sustainer) which fits into the motorglider category. The flight was flown from Hawkesbury.

Nick described his flight in an article published in *Free Flight* 2020 Issue 2. Two things are noteworthy. First, as is often the case with the best flights, this one was achieved in less than perfect conditions, requiring a willingness to go, and to keep working. Second, although Nick modestly only eludes to the lack of a declaration, this was in fact possibly the longest free distance triangle ever flown in Canada. (Sorry, Hal, if you flew significantly further than your 1982 declared triangle, then that is not a true statement! – the reader may refer to the table of Canadian records if curious what I am on about.)

Pure glider: Jerzy Szemplinski – SOSA

Jerzy flew the highest scoring flight in Canada by OLC rules for a pure glider. That flight earned 814 OLC points, from a distance of 796 km including a triangle of 577 km. Says Jerzy on the OLC pilot comments, “A very long day.” Indeed, in both senses of the word!

“200” Trophy

Best 6 flights by a pilot <200 hr P1 at start of season

The “200” Trophy is presented to the pilot having less than 200 hours as pilot in command at the start of the season who achieved the highest total OLC point score for six flights within Canada, and the OLC year is used as the surrogate for the calendar year.

Charlie Pastuszka – Canadian Rockies Soaring Club

Charlie is an enthusiastic member of the Invermere soaring community. He spends more time in the towplane than in gliders, but loves to soar when he can. He achieved a total of 2056 OLC points with the best six of his flights. All of those flights were flown from Invermere, the CRSC home field, flying several different gliders with a wide performance range.

July 10	384 points	408 km	76 km/hr	ASW 20
August 27	375 points	306 km	66 km/hr	PW 5
August 22	367 points	265 km	68 km/hr	PW 5
April 24	334 points	309 km	78 km/hr	Astir CS 77
June 29	331 points	275 km	63 km/hr	Astir CS 77
April 19	265 points	222 km	75 km/hr	Astir CS 77

Well done, Charlie, the future of our sport is in good hands!

Stachow Trophy – max height gain >5000 m

Melanie Paradis & Patrick Pelletier

Patrick has been an enthusiastic Cowley Camp participant for many years, and has numerous excellent wave flights in his logbook. At the 2020 Fall Cowley Camp, Patrick mentored Melanie Paradis in the art of flying the wave, acting as P2 while Melanie captained the glider to a pair of two-seat Canadian records, absolute altitude and gain of height. Melanie and Patrick’s gain of height was 7275m (that’s 23,868 feet for the metric-impaired).

The experience, planning and coordination required for safe execution of a flight of this nature are well illustrated by the

two articles written by these pilots and published in *Free Flight* 2020 issue 2.

Walter Piercy Trophy – Instructor of the Year

Christopher Gough – Cu Nim Gliding Club

This year the Walter Piercy Trophy has been awarded to Chris who completed 30% of the club's instructional flights in his first year as club CFI. He successfully mentored two members into instructors for the first time in many years at Cu Nim through a well-developed simulator and practical training plan. He introduced a new PTR format, following the SAC curriculum, that has dramatically reduced the number of repeated instructional flights. His dedication inspired past instructors to re-engage to support increased student interest.

Chris introduced the new club recruitment strategy which proved very successful in attracting new students. He was also critical in developing soaring pilots, hosting an *XCSoar* seminar as well as a Bronze Badge theory course followed by dual Bronze Badge training flights. He has updated the club's Operations Manual, and through his involvement in the *Proving Ground* project, coordinated a Condor flight simulator contest where competition is hosted virtually at various Canadian gliding clubs, flying *Proving Ground* tasks with an educational approach between pilots and coaches. He also helped pilots learn about flight computers and competition strategy.

Hank Janzen Award

Outstanding Contributions to Safety

Susan Snell – Winnipeg Gliding Club

This year's award is presented to Susan Snell at the Winnipeg Gliding Club. Susan used a systematic approach to developing the club's safety culture. Her analysis of club incidents throughout the season produced a thorough annual report. This included assisting in a full review of the club's flying rules. Her support to the club also includes many years instructing and web page maintenance.

Jim McCollum Award for Innovation

Patrick McMahon – Cu Nim Gliding Club

The Jim McCollum Award for Innovation was created in 2017 as a means to recognize those soaring club members who further the sport of soaring in their club or SAC through the sort of behind the scenes organizational and administrative contributions that otherwise go unremarked amongst the glories bestowed on the 'hot pilots'.

The 2020 winner is Patrick McMahon, recognized for his contributions to the Cu Nim Gliding Club. Patrick has always been quite involved in his club and SAC but last year was exceptional. Cu Nim had a tough go last year but Patrick's enthusiasm and ingenuity really helped turn the club around.

With the uncertainty of COVID-19 restrictions looming over the beginning of our season and slow membership take-up,

Patrick managed to secure funds for a new ASK21, avoiding a cash struggle. His promotion of Cu Nim's *Introduction to Gliding* seminars to introduce gliding to the public, leading those most interested to the traditional ground school necessary for licence, and creation of the *Objective Orientated Training* program created many new members which increased Cu Nim's revenue flow as well as being a great vibe at the club. His tireless work on relieving the club's property tax burden late in the season allowed the club to proceed with the purchase of an LS-4.

There is a long list of additional accomplishments on the application. Since it is impossible to cover here all the things Patrick does at Cu Nim, this partial list focuses on aspects of the Jim McCollum Award:

- Through 2020, Patrick worked collaboratively with other members of Cu Nim and secured grants equivalent to ~13% of revenue, over half of which should be sustainable for years to come.
- Revamped the Cu Nim brand, maintaining a strong presence on social media and through 2020 leveraged the SAC marketing support to invest in promotional collateral to showcase the club for years to come while traditional marketing strategies were not logical due to the pandemic.
- Worked to establish relative member based benchmarks to gauge fiscal performance and to evaluate the club fleet to provide guiding frameworks to ease the challenges of managing the club.
- Managed public facing messaging for Cu Nim including the widely celebrated *Turnpoints* newsletter, Cu Nim's *Instagram* account, *Facebook* page and *Linked-In* profile.
- Implemented the *Slack* collaboration platform at Cu Nim which has reduced the volume of club emails, increased the level of engagement by members and supported greater distribution of workload among members.
- SAC Media & Web Editor – updating *sac.ca* and developing the Canadian soaring audience across Canada.
- Co-founder of the *Proving Grounds* XC soaring development framework now approaching 25 installations in Canada, the US and the Netherlands.
- Was an advocate for the Cowley flying camps and the unique camaraderie they support.

Roden Trophy – Club soaring skills development

Cu Nim Gliding Club

The Cu Nim Gliding Club is this year's winner of the Roden Trophy. Navigating COVID-19 constraints, the club generating a Roden score of 95. Fourteen members were awarded 4 Bronze Badges, flew 6 Silver Badge legs, and completed 5 Gold and Diamond legs.

CANADIAN SOARING RECORDS (as of 11 March 2020)

T A record set on a flight originating in Canada – listed if a “Citizen” record has also been flown.
 C A record set entirely outside Canada – noted only if a lesser “Territorial” record also exists.

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE							
DISTANCE (km)																
3.1.5a Distance to goal	Dave Marsden and Mike Apps	707.0	1984	Mike Apps	707.0	1984	Tim Wood	412.8 T	2010	Antonia Williams	305.0 C	1975	Chester Zwarych (H. McColeman)	310.0 T	1984	
	Dave Marsden Mike Apps	1093.0	1984	Mike Apps	1093.0	1984	Mike Glatiotis	480.6	2002	Ursula Wiese	607.0	1986	Thomas Stieber (Joerg Stieber)	405.4 C	2017	
3.1.5b Free distance	Tim Wood	690.2 T	2010	Tony Burton	652.3 T	1993	Tim Wood	628.1	2010	Ursula Wiese	328.0	1984	Dave Marsden (Ed Dumas)	421.5 T	1979	
	Brian Milner	1128.9 C	1999	Walter Weir	1032.1 C	1993	Tim Wood	628.1	2010	Tracie Wark	510.3 C	2002	Thomas Stieber (Joerg Stieber)	763.9 C	2017	
3.1.5d Free out & return	Chester Fitchett	838 T	2019	Tim Wood	612.6 T	2011	Tim Wood	628.1 T	2010	Tracie Wark	750.2 C	2003	Trevor Florence (C Hildebrandt)	572.9 T	2013	
	Adam Zieba	1252.3 C	2013	Brian Milner	1028.1 C	2012	Adam Zieba	1089.5 C	2013	Tracie Wark	750.2 C	2003	Thomas Stieber (Joerg Stieber)	763.9 C	2017	
3.1.5e 3 TP distance	Nick Bonnière	818.1 T	2010	Tim Wood	642.7 T	2007	Nick Bonnière	719.9 T	2010	not claimed		Thomas Stieber (Joerg Stieber)	1050.8 C	2015		
	Adam Zieba	1474.1 C	2010	Adam Zieba	1474.1 C	2010	Adam Zieba	1387.1 C	2010	not claimed		Thomas Stieber (Joerg Stieber)	1050.8 C	2015		
3.1.5f Free 3 TP dist.	Chester Fitchett	1120 T	2019	Tim Wood	1002.4 T	2008	Tim Wood	882.1 T	2008	Sue Eaves	508.7 T	1995	Trevor Florence (C Hildebrandt)	847.1	2013	
	Brian Milner	2078.4 C	2012	Brian Milner	2078.4 C	2012	Brian Milner	1804.1 C	2012	Tracie Wark	592.6 C	2000	Thomas Stieber (Joerg Stieber)	1057.4 C	2015	
3.1.5g Triangle dist.	Hal Werneburg	803.7 T	1982	Hal Werneburg	803.7 T	1982	Chris Gough	750.2	2015	Jane Midwinter	317.6 T	1988	John Firth (Dan Webber)	510.4 T	1986	
	Thomas Stieber (Joerg Stieber)	1017.3 C	2015	Peter Masak	1007.0 C	1987	Chris Gough	750.2	2015	Tracie Wark	502.9 C	2006	Thomas Stieber (Joerg Stieber)	1017.3 C	2015	
3.1.5h Free triangle dist.	Chris Gough	777.1 T	2015	Chris Gough	777.1	2015	Chris Gough	777.1	2015	Tracie Wark	523.2 C	2007	Thomas Stieber (Joerg Stieber)	1022.9 C	2015	
	Thomas Stieber (Joerg Stieber)	1022.9 C	2015	Chris Gough	777.1	2015	Chris Gough	777.1	2015	Tracie Wark	523.2 C	2007	Thomas Stieber (Joerg Stieber)	1022.9 C	2015	
ALTITUDE (m)																
3.1.7a Gain of Height	Dave Mercer	8458	1995	Altitude records do not apply for 15m or Club class.							Deirdre Duffy	6575	1991	Melanie Paradis (Patrick Pelletier)	7275	2020
	Bruce Hea	10485 T	1981	Altitude records do not apply for 15m or Club class.							Deirdre Duffy	8986 T	1991	Melanie Paradis (Patrick Pelletier)	9831 T	2020
3.1.7b Absolute Altitude	Walter Chmela	12449 C	1974	Altitude records do not apply for 15m or Club class.							Antonia Cservenka	9772 C	1969	Walter Chmela (A-M Van Maurik)	10,390 C	1975
	Walter Chmela	12449 C	1974	Altitude records do not apply for 15m or Club class.							Antonia Cservenka	9772 C	1969	Walter Chmela (A-M Van Maurik)	10,390 C	1975
SPEED, O&R (km/h)																
SAC 300 km	Tim Wood	124.8 T	2010	Hal Werneburg	115.2	1983	Bruce Friesen	113.6 T	2002	Ursula Wiese	59.6 T	1984	Joerg Stieber (Michael Stieber)	144.1 C	2017	
	Walter Weir	191.3 C	1989	Walter Weir	191.3 C	1989	Jerzy Szemplinski	125.4 C	2007	Tracie Wark	132.3 C	2000	Joerg Stieber (Michael Stieber)	144.1 C	2017	
3.1.6a 500 km	Kevin Bennett	126.3 T	1992	Kevin Bennett	126.3 T	1992	Tim Wood	98.1 T	2008	Tracie Wark	99.6 C	2002	Joerg Stieber (Michael Stieber)	144.1 C	2017	
	Walter Weir	150.9 C	1996	Walter Weir	150.9 C	1996	Jerzy Szemplinski	125.4 C	2007	Tracie Wark	99.6 C	2002	Joerg Stieber (Michael Stieber)	144.1 C	2017	
SAC 750 km	Walter Weir	145.0 C	1994	Walter Weir	145.0 C	1994	not claimed		not claimed		not claimed		Joerg Stieber (Michael Stieber)	144.1 C	2017	
3.1.6a 1000 km	Brian Milner	147.0 C	1999	Walter Weir	142.6 C	1993	not claimed		not claimed		not claimed		Joerg Stieber (Michael Stieber)	144.1 C	2017	
	Brian Milner	147.0 C	1999	Walter Weir	142.6 C	1993	not claimed		not claimed		not claimed		Joerg Stieber (Michael Stieber)	144.1 C	2017	

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE						
SPEED, ▲ (km/h)															
3.1.6b 100 km	Tim Wood	183.3	2012	Tim Wood	183.3	2012	Tim Wood	172.3	2012	Tracie Wark	105.0 C	2003	Dave Marsden (Malcolm Jones)	98.1 T	1975
	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8	2015	Tracie Wark	99.9 C	2002	Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 200 km	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017	Tracie Wark	99.1	2001	Dave Springford (Sacha Pejic)	91.6	2017
	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	95.0 C	2002	Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 300 km	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017	Tracie Wark	99.1	2001	Dave Springford (Sacha Pejic)	91.6	2017
	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	95.0 C	2002	Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 400 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	95.0 C	2002	Dave Springford (Sacha Pejic)	91.6	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017	Tracie Wark	112.9 C	2006	Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 500 km	Jerzy Szemplinski	113.9 T	2016	Walter Weir	105.7 T	1991	Chris Gough	98.4 T	2015	Tracie Wark	not claimed		Dave Springford (Sacha Pejic)	91.6	2017
	Peter Masak	151.2 C	1985	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017	Tracie Wark	not claimed		Joerg Stieber (Thomas Stieber)	135.7 C	2018
3.1.6b 750 km	Willi Krug	108.8 T	1982	Willi Krug	108.8	1982	Chris Gough	98.4 T	2015		not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
	Thomas Stieber (Joerg Stieber)	133.3 C	2015	Peter Masak	106.5 C	1987	Spencer Robinson	103.6 C	2003		not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
3.1.6b 1000 km	Thomas Stieber (Joerg Stieber)	133.3 C	2015	Peter Masak	106.5 C	1987	not claimed	not claimed			not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
SPEED, GOAL (km/h)															
SAC 100 km	Tim Wood	180.3 T	2012	Tim Wood	180.3	2012	Tim Wood	169.5	2012	Tracie Wark	106.4 C	2002	Trevor Florence (N Marsh)	105.1 T	2000
	Rolf Siebert	183.7 C	2004										Michael Stieber (Thomas Stieber)	182.2 C	2015
SAC 200 km	Nick Bonnière	131.2 T	2010	Tim Wood	128.2 T	2008	Nick Bonnière	115.4 T	2010	Tracie Wark	129.1 C	2000	Dave Springford (Sacha Pejic)	97.1 T	2017
	Michael Stieber (Joerg Stieber)	154.3 C	2015	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010				Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 300 km	Tim Wood	128.2 T	2008	Tim Wood	128.2 T	2008	Tim Wood	112.8 T	2008		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010				Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 400 km	Tim Wood	92.7 T	2010	Tony Burton	81.5 T	1990	Adam Zieba	142.5 C	2010		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 500 km	Dave Marsden	97.1 T	1970	Tim Wood	93.3 T	2014	Adam Zieba	142.5 C	2010		not claimed			not claimed	
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010		not claimed			not claimed	