

**SOARING
ASSOCIATION
OF
CANADA**

ANNUAL REPORTS FOR 2017

& 2018 AGM Minutes

MINUTES – 2018 SAC AGM

17 March, WestJet Campus, Calgary, AB

Introduction The 73rd Annual General Meeting of SAC opened at 11:04 am with 58 members present and 20 clubs represented. The meeting was called to order at 11:06 am and a quorum was declared with 78% of the available votes represented through proxies and by individuals present.

Motion #1 Moved David Donaldson, seconded Dan Cook that: *“the 2018 meeting agenda be accepted.”*
Vote: 1056 For, 0 Against Motion passed

Motion #2 Moved John Toles, seconded Tony Burton that: *“the minutes of the 2017 AGM be accepted.”*
Vote: 1056 For, 0 Against Motion passed

Presentation of Reports

President’s Report Sylvain Bourque summarized his report and noted that all of the programs that SAC has available are made possible by the excellent financial position of SAC today due to trust funds established by a visionary Board and Executive Director many years ago. Sylvain noted that safety is one of the top priorities of SAC and that there have been two fatalities in the last two years. Sylvain also emphasized that each and every year, members should think about how they can fly safer.

Secretary Report Jay Allardyce noted the 2017 zone election results. Elections in the Prairie, Eastern Ontario, and Alberta Zones were uncontested and their current directors will maintain their positions for the next two years.

Safety Report David Donaldson mentioned that he will expand on his report during the afternoon safety session.

Flight Training & Safety Report Dan Cook introduced the committee members in attendance. Dan also noted that the success of the National Safety Program is primarily judged on the level of participation of the clubs. He spoke on the FTSC’s focus on contest safety and that the FTSC has established a coaching manual for cross-country flying. Instructor burnout is a concern and it has been a challenge getting instructor candidates to step forward. FTSC is also working with Transport Canada to clarify requirements for motorglider pilots, given Transport Canada’s current position that a Recreation Pilot Permit is required to operate a motorglider with a passenger.

Insurance Report Jay Allardyce presented the report on behalf of chairman Keith Hay. Keith reported that the rates will stay the same for 2018. The loss ratio in 2017 was lower than in past years, which is positive. Jay highlighted the importance of Directors & Officers liability insurance to protect a club’s Board of Directors and the club itself. A member in attendance asked if SAC could send information to the clubs about this insurance. The importance of fuel spill insurance was highlighted, which is also offered through the SAC insurance program. Keith was thanked for his service as Insurance Committee chairman.

Sporting Committee Report Chris Gough presented the report on behalf of chairman Joerg Stieber. Canada was awarded

the 2019 Pan American Gliding Championships so work is underway for the organization of that event. The 2018 Canadian Nationals and Pre-Pan American Championships will be held at SOSA at the beginning of August. Chris shared the results of Canadian participation in several US and world competitions. No Canadian Nationals were held in 2017. Several zone contests were held which were supported by the SAC Contest Hosting Grant. In 2018 there are two world contests (Poland and Czech Republic), with three pilots flying in the Poland contest and one flying in the Czech Republic contest.

Treasurer’s Report Stephen Szikora shared highlights of his report. SAC currently has roughly \$1.6 million in assets. Stephen noted that he discovered a couple of small errors in the Auditor’s Report. Stephen highlighted the Safety Improvement Grant and noted that a number of clubs, including most of the clubs in Alberta, have not spent all their available grant money. He noted that the unused money is being carried forward for 2018 but the deadline to submit claims will be 31 December 2018. The SAC Board is brainstorming ways to support future investments in safety. SAC has many programs available to support clubs, but many clubs do not fully take advantage of them. He presented the budget for 2018 and explained each of the expenditures. The membership fees will be unchanged for 2018.

Motion #3 Moved Tony Burton, seconded Kerry Stevenson that: *“the Frouin Group be appointed as auditor for 2018.”*
Vote: 1056 For, 0 Against Motion passed

Motion #4 Moved David Donaldson, seconded John Toles that: *“the budget as presented by the Treasurer be accepted with the associated membership fee structure.”*
Vote: 1056 For, 0 Against Motion passed

Motion #5 Moved Dan Cook, seconded by Jo Lanoë that: *“the activities and decisions of the SAC-ACVV Board for 2016 be approved.”*
Vote: 1056 For, 0 Against Motion passed

New Business

Board executive positions Sylvain Bourque stated that Jay Allardyce will be the new Treasurer of SAC and Stephen Szikora will be the new Secretary of SAC.

Soaring scholarships for women Chris Gough noted that SAC has bursaries for youth but there are none available for women, and encouraged the Board to consider how SAC can support women in soaring.

Trophies presentation The SAC trophies were presented to the 2017 winners.

Motion #6 Moved Derek Jones, seconded Steve Hogg that: *“the meeting be adjourned.”*
The meeting concluded at 12:23 pm.

Jay Allardyce, SAC-ACVV Secretary

SAC BOARD OF DIRECTOR & ZONE REPORTS

PRESIDENT – Sylvain Bourque

et Directeur de la sécurité / Safety Director

L'ASSOCIATION CANADIENNE DE VOL À VOILE a vécu une bonne année 2017. Depuis 10 ans, nos adhésions se sont stabilisées à près de 1 000 membres en moyenne par année. Vous verrez dans notre rapport financier que nous avons aussi atteint depuis quelques années une stabilité financière confortable que nous profitons maintenant. Les différents fonds créés par des Directeurs visionnaires ont cumulé depuis les années 80 un capital qui les rend autosuffisants aujourd'hui. Ces différents fonds stimulent notre sport par l'entremise des 27 clubs de planeur Canadiens et plus spécifiquement depuis 2015 avec notre programme de promotion de la sécurité. Ce programme est maintenant à la fin de sa troisième année et le conseil d'administration discute de la façon qu'il va continuer à donner un support financier aux clubs.

Il est important de noter que nous avons été audités par Revenu Canada en 2015. À part quelques petits détails corrigés, notre opération d'organisme sportif Canadien est parfaitement selon les règles de l'ARC. C'est très rassurant pour une organisation dirigée par des bénévoles. Il est aussi très rassurant d'avoir des directeurs dévoués sur ce conseil d'administration. Nous avons aussi le privilège d'avoir des directeurs de comités très dévoués et très compétents.

Malheureusement Mario Fiset, un de nos amis pilotes de planeur Canadien membre du club de Québec est mort de façon tragique en planeur en 2017. Cet accident s'est produit lors d'un impact avec un obstacle après la récupération d'un décrochage/vrille. Les accidents de catégorie décrochage/vrille sont la cause principale des accidents mortels en planeur et ce depuis quelques années. Même chose pour l'aviation de loisir. Plus de détails sont disponibles dans le rapport 2017 de l'officier de sécurité National. Cette tragédie fut une catastrophe pour sa famille, ses amis et les membres de son club. Prenez un moment pour avoir une pensée pour eux, leurs amis, épouse, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.

2016 fut également une année tragique lorsqu'un membre du club de l'ACE du Québec est décédé en planeur lorsqu'il était en circuit à son club. Cet accident fut aussi causé par une décrochage/vrille en fin de circuit dans des conditions de vent turbulent. Plus de détails sont dans le rapport annuel 2016 de l'officier de sécurité National disponible dans le rapport annuel 2017 de l'ACVV-SAC. On peut trouver ce rapport dans la section document du site de l'ACVV-SAC. Étant donné la gravité de ces accidents, nous ne pouvons les laisser passer sous silence. Les membres de notre petite communauté sont aussi affectés par ce tragique événement. Voici pourquoi j'insiste sur l'importance de sensibiliser tous les membres qu'une vigilance particulière doit être de mise pour stopper ces tragédies d'arriver. Vous devez tous vous sentir concerné.

Je dois vous rappeler qu'en 2013 fut aussi une année tragique pour le monde du vol à voile Canadien. Deux pilotes expérimentés sont morts dans un accident de planeur. Quatre personnes sont décédées dans un de ces deux accidents impliquant un planeur et un petit avion. En 2012, un pilote Canadien expérimenté et compétiteur aux mondiaux est mort en planeur lors des championnats Nationaux Canadiens lors d'un décrochage/vrille. Dans un autre accident, un pilote fut gravement blessé et est chanceux d'être encore en vie. En 2011, nous avons perdu deux pilotes et instructeurs de planeur dans un abordage en vol en planeur. Etc.

En 2015, 2014, 2010, 2008, 2006, 2001 et de 1998 à 1993, il n'y a eu aucun décès ni blessé grave parmi nos membres au Canada. Rappelez-vous que notre sport n'est pas sans risques qui peuvent être tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité de notre activité. Quelle sera votre implication personnelle et de votre club afin d'améliorer votre sécurité et celle de tous ? En 2017, nous avons eu 9 accidents et un décès en planeur. Nous avons des pauvres statistiques au Canada de 12.3 incidents rapportés et 1.1 pilote tué dans un planeur / 1 000 pilotes en moyenne par année pour les 10 dernières années. En comparaison la Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Les statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. Douze pilotes pourraient soit être blessés, soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Espérons que ça ne sera pas le cas.

Les pilotes expérimentés et instructeurs semblent les plus à risque selon les statistiques. Ayez ceci en tête au courant de la prochaine saison de vol à voile pendant chaque vol. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Faites-vous un devoir de rapporter à l'officier de sécurité de votre club tout incident dont vous êtes témoins. 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. Depuis l'arrivé du nouveau programme de sécurité en 2015, nous recevons un rapport de sécurité annuel de presque tous les clubs. Avant nous en recevions environ 50%. Nous présumons que plus de la moitié des rapports d'incident sont rapportés. Afin de corriger une situation non sécuritaire, il faut en prendre conscience. Il faut gérer le risque en rapportant les incidents, en analysant pourquoi ils se sont produits et en apportant des correctifs afin de s'assurer que ça ne se reproduise pas à nouveau. 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 puis, formation et sécurité ? Est-ce que votre club y a adhéré ? Est-ce qu'il a été mis à jour sur une base régulière (aux 3 ans) ? Le mauvais temps est notre ennemi car on entretient moins notre expérience récente. Il nous faut voler régulièrement, 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 2018, car avec les dernières saisons ordinaires que la majorité d'entre nous ont eu, la faible expérience récente (des 12 derniers mois) nous rend 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 connaissez une des façons significative de diminuer le taux de décès en planeur au Canada. Une façon prouvée très efficace est d'investir dans l'achat d'un Flarm. L'investissement est rentable si on pense aux deux accidents par abordage en vol que nous avons eu en planeur au Canada en 2011 et 2013, tuant six personnes. C'est rentable aussi avec le retour de 5% par année sur vos primes d'assurances contractés avec le courtier de l'ACVV. Tout dépendant de la valeur du planeur assuré, le Flarm s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC. Aussi, un nouveau programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs Canadiens à promouvoir des initiatives liés à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un Flarm ou de toute autre dépense qui améliore la sécurité à votre club. Un Flarm coûte environ 2 000\$, alors votre vie vaut combien ? Demandez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action. Avec les résultats actuels de sécurité Canadiens, je viens facilement à la conclusion que les pilotes de planeur Canadiens ne font pas suffisamment d'efforts et qu'il faut faire encore plus en 2018. Il faut qu'il y ait un changement de culture majeur. J'espère que mon prochain mot du président débutera encore par : "Heureusement, aucun de nos amis pilotes de planeur Canadien est mort en planeur en 2018.

Maintenant sur un meilleur ton, nous sommes privilégiés d'être entourés par un 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.

À chaque deux ans, la moitié de nos six directeurs du conseil d'administration de l'ACVV sont réélus pour un autre mandat de deux ans. Cette année, ce fut le tour des directeurs des zones de l'est de l'Ontario, des Prairies et de l'Alberta. Ils furent réélus sans opposition. Les membres 2018 du conseil d'administration de l'ACVV sont:

- **Sylvain Bourque** Directeur de la zone Est depuis 2005, Président depuis 2010 et fut 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. Il est impliqué tant dans la formation, le remorquage ainsi que comme trésorier de club. Il est instructeur de planeur de classe 1 et titulaire d'une licence de pilote professionnel d'avion. Il est également examinateur opérateur radio aéronautique, examinateur de la compétence linguistique aéronautique et personne autorisée pour les licences planeur. Sylvain possède un Pégase avec deux autres partenaires. Il est caméraman de production sur le terrain, formateur et chef-technicien et chef pilote Drone national pour CBC / Radio-Canada. Il est fier de faire parti 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. George coordonne les cours théorique de pilote de planeur pour la région d'Ottawa à tous les deux ans et donne des cours 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 est retraité depuis 2011 du gouvernement fédéral en tant que démographe, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine. Il adore voyager les pays lointains pendant les mois d'hiver.

- **Stephen Szikora** Directeur de la zone sud de l'Ontario depuis 2013 et Trésorier depuis 2015. Il fut notre VP en 2014. Stephen a été exposé pour la première fois à un planeur en 1978 au sein de Cadets de l'air. Il a obtenu sa licence de pilote privé avion en 1988 et sa licence de pilote de planeur en 1989. Stephen est membre du club Toronto Soaring et fut membre de d'Air Sailing où il a été président pendant huit ans. L'amélioration du processus de gouvernance et de la communication au sein de l'organisation a motivé sa décision de se joindre au conseil. Stephen est aussi le président de l'Aéroclub du Canada. Lorsqu'il ne vole pas de planeur, ne remorque pas un planeur, ne de pousse pas un planeur ou ne répare pas un planeur, il conduit le tracteur à gazon.

- **Jay Allardyce** Directeur de la zone des Prairies depuis 2012 et secrétaire depuis 2014. Jay a commencé à traîner autour de l'aérodrome à l'âge de sept ans et débuta des leçons de pilotage dès qu'il était capable d'atteindre le palonnier. Il pilote des planeurs depuis 2001 et sa grande passion est le vol voyage. Il est actif en tant qu'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 deux autres partenaires et aime faire des vols voyages quand c'est possible. Pour financer sa passion, il travaille dans le développement commercial au sein d'une société d'aérospatiale qui révisé les moteurs à réaction. Quand il n'est pas dans l'air, il aime jouer au hockey et au Golf.

- **Jordan Lewis** Directeur de la zone de l'Alberta depuis 2016. Jordan a effectué son premier vol planeur en Ontario en 1995. Ce cadeau de sa tante attacha pour la vie à son amour du vol. Il a ensuite rejoint les Cadets de l'air et a déménagé vers l'Ouest près des Rocheuses. En 2010, Jordan a découvert le Cu Nim Gliding Club où il partage sa passion d'apprendre et explorer du vol voyage. C'est avec enthousiasme qu'il de continue à développer ses compétences et connaissances en volant dans l'onde produite par les montagnes et en faisant des vols voyages. Jordan est un instructeur professionnel de moto depuis dix ans et espère partager la culture de sécurité tout en servant sur le conseil d'administration de l'ACVV.

- **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 ou même instructeur, mais Bruce espère

contribuer à ce sport en tant que membre du conseil d'administration de l'ACVV. 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.



The Soaring Association of Canada had a good year in 2017. For the last ten years, our membership was stabilized at an average of about 1000 members per year. You will see in our 2017 financial report that we have been in a comfortable and stable financial position for a few years. The different trust funds created by visionary directors have grown since 1980 to a level of capital that makes it self-sufficient. These funds stimulate our sport in Canada through its clubs, and more specifically since 2015, with our safety improvement grant. The program is now at the end of its third year and the Board is discussing ways to continue to provide financial support to clubs. In 2015, we were audited by the CRA. Except for a few corrected details, our Canadian sport organization is perfectly 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 privileged to have chairman of committees that are extremely devoted and very proficient.

Unfortunately, Mario Fiset, a member of the Quebec gliding club (CVVQ), tragically died in a glider accident. This fatal accident involved a collision with an obstacle after a stall/spin recovery. Stall/spin continues to be our number one fatal accident category. More details should be available in the annual safety report prepared by David Donaldson, SAC Safety Officer. 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.

2016 was also a tragic year when a member of the ACE club impacted ground when he was in the circuit at his club while flying a modern high performance single-seat glider ASG-29. Stall/spin was the cause of the accident that happened at the end of the circuit. Turbulent conditions were prevailing at the time of the accident. More details are available in the National Safety officer report available in the 2017 SAC AGM Reports document that can be found in the SAC website. This is a catastrophe for the family, friends and the club of the Eastern region of Canada. Due to the gravity of this accident, we can't ignore it. This is why I put so much importance to this event to make sure all SAC members raise their awareness to the highest level. We all need to be concerned about the risks related to our sport.

I wish to remind you that 2013 was again a tragic year for gliding in Canada. Two glider pilots died in a glider accident. In one of these accidents, four persons died in a midair accident between a two-seat glider and a Cessna. In 2012, an experienced glider pilot and World competitor died in a glider accident at the Nationals in a stall/spin accident. Another one was seriously injured and is lucky to still be alive. In 2011 we lost two experienced glider pilots and instructors in a midair accident.

There was no fatality or seriously injured pilot within our membership in 2015, 2014, 2010, 2008, 2006, 2001 and from 1998 to 1993. Remember that our sport is not without serious risk that can become tragic. We have to do everything possible to improve the safety of our sport all the time. What is your personal participation in safety for yourself and for all? For this year, our members had 9 accidents and 1 fatality. The last 10-year average is 12.3 accidents and 1.1 fatality /1000 pilots per year. Norway has a fatality rate of 0.1 fatality /1000 pilots per year. Statistics suggest that one of our club members could die gliding this season and twelve may either be injured or seriously damage their gliders if we don't raise our safety and self-discipline level. Let's all hope that it will not be the case.

Instructors and experienced pilots seem more at risk if we look at the statistics. Next season, have this in mind on every flight. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process 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.

Since the arrival of the new Safety Improvement Grant program in 2015, we receive annual safety reports from almost all the clubs by the end of the year. Before 2015, we were receiving only half of them. We presume only half of the incidents are reported. How some of the clubs are reporting within their clubs is unclear. If you are to correct an unsafe situation, first you must know about it.

We must mitigate the risk by reporting all incidents, by analyzing why they happened, and by making sure they don't happen again. Have you read the SAC National Safety Program available on our SAC website www.sac.ca in the document section and in the Training & Safety section? Does your club follow it? Winter is our enemy as it lowers our currency. Fly often, more than once a month or at least do a circuit with an instructor before flying if you have doubt. Be vigilant in 2018 because many of us have low recent flying time in recent years 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 in 2017 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 stop fatal midair accidents involving gliders. It is a proven device and a very good investment for your safety. The investment on FLARM is very valuable if we look at the two midair accidents we had in Canada in the last few years, killing six persons in 2011 and 2013. Depending on the value of the glider, the FLARM pays for itself in 7-12 years when you insure with the SAC plan because of the 5% rebate on insurance premium you receive every year. Also, a new SAC Safety Improvement Grant program is available since 2015 to the SAC clubs to help promote safety efforts. With this grant, it

is possible to pay part of the FLARM bought by clubs or other safety-related expenditures. A FLARM costs around \$2000 – what is the value of your life? Ask this question to your family. Don't wait to have a midair accident at your club to take action. It is easy to presume that glider owners are not aware enough of the high safety value of the FLARM. Please let my first words from next year's report be again: "None of our friends died in a glider in Canada in 2018".

Now in a better tone, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I want to thank all these volunteers for their hard work with SAC.

Every two years, three of our six SAC Directors are up for election for a two year period. The East Ontario, the Prairies and the Alberta Zone Directors were elected this winter by acclamation. The members of the Board of Directors for 2018 are:

- **Sylvain Bourque** Sylvain has been the Eastern Zone Director since 2005, President since 2010, and was 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 as club treasurer. He is a Class 1 glider instructor and holds an Aeroplane Commercial Pilot Licence. He also is an aeronautical radio operator examiner, aviation language proficiency examiner, and an authorized person for licensing. He owns a Centrair Pegasus with two other partners. He is a field production cameraman instructor and a supervising technician and the National drone chief pilot for CBC/Radio-Canada. 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** George has been the director for the new Eastern Ontario Zone since 2014 and Vice-President since 2016. This zone consists of Gatineau Gliding Club, Rideau Valley Soaring, Bonnechere Soaring, and the Montreal Soaring Council. George has been flying gliders since 1998 and has been an instructor since 2004. He is currently the President and Chief Flying Instructor of Rideau Valley Soaring. George also coordinates the Ottawa Area Glider Pilot Ground School every alternate year and has given various theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instructing. Since he retired in 2011, this has enabled him to carry out more mid-week flying and instructing duties. He enjoys travelling over the winter months to far away places.

- **Stephen Szikora** Southern Ontario Zone Director since 2013 and our SAC Treasurer since 2015. He was our VP in 2014. Stephen was first exposed to gliders as an Air Cadet in 1978. He earned his Private Pilot Licence in 1988 and his Glider Pilot Licence in 1989. Stephen is currently a member of the Toronto Soaring Club and was previously a member Air Sailing where he was club president for eight years. Stephen also serves as president of the Aero Club of Canada. When not flying a glider, towing a glider, pushing a glider or fixing a glider, he rides the lawn tractor.

- **Jay Allardyce** The Prairie Zone Director since 2012 and SAC Secretary since 2014. 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 his particular passion is cross-country. He is an active 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 in business development with an aerospace company that overhauls jet engines. He enjoys playing hockey and golf when he can't be in the air.

- **Jordan Lewis** The Alberta Zone Director since 2016. Jordan took his first glider flight in Ontario in 1995, a gift from his aunt that would cement a love of flying for a lifetime. He then joined the Air Cadet program and moved out west to the Rockies. A few years later, Jordan found the Cu Nim Gliding Club in 2010 where he shares his passion for learning and exploring cross-country flying. He is excited to further develop his skills and knowledge in the realm of wave and cross-country soaring. Jordan has been a professional motorcycle instructor for ten years and hopes to share that safety culture while serving on the SAC Board.

- **Bruce Friesen** The Pacific Zone Director since 2016, Bruce has been fascinated with flying machines early in his life. It is only after a familiarization flight in 1969 that he found his passion – "the glider climbed, without an engine!" Since 1983 he pursues 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. 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.

PACIFIC ZONE – Bruce Friesen

As you will read in the reports from the individual clubs, below, 2017 was for the Pacific Zone a year of high energy, enthusiasm, and soaring success. Of particular note is the construction of a new hangar at the Vancouver Soaring Association, setting that club up for a secure future. The Alberni Valley Soaring Association was able to persevere through a second season of construction at their home airport, and fashion a successful season in adversity. Canadian Rockies Soaring Club members demonstrated again the exceptional soaring opportunities offered by the Columbia Valley (as a recipient of VSA club emails, I can attest to the excitement evident in the reports of VSA member visits to the Invermere Soaring Centre).

Smoke from forest fires was widespread across the province of British Columbia through the latter half of the summer, which

affected all three soaring sites in the province. We sure hope we don't have a repeat this year!

Dan Cook continues his efforts to promote soaring in the Vernon/Kelowna area. I am sure he would welcome any ideas and contributions from new arrivals in his area or any people newly interested in soaring.

Alberni Valley Soaring Association – Allen Paul

In 2017 the Alberni Valley Soaring Association had a shorter season due to the construction limitations imposed by the Alberni Valley Regional Airport expansion project. The rebuilding effort has been underway since May 2016 but the runway finally reopened for use in June 2017. The extended and widened runway was quite helpful in improving our flexibility, however the grass area on either side of the runway has not yet been adequately refinished to allow us to use it as an alternate landing area for gliders.

Although the amount of flying was reduced from our normal season average we enjoyed plenty of soarable weather. With the glider remaining assembled in the hangar and having access to air tows seven days a week from the Vancouver Island Soaring Centre (VISC), the PW-5 is available week long to offer members and qualified visitors the opportunity to fly for several hours at a time on week days and weekends.

Regular membership has remained at ten over the previous two shortened seasons, but with the season now expanding because of the completion of construction, we are cautiously optimistic that the numbers will again start to trend upwards. The number of associate members who concentrated on flying the VISC PW-6 remained steady at five. At last review the PW-5 log book showed 47 hours flown over 35 flights with additional hours flown by a variety of privately owned gliders.

On the instructional side the VISC PW-6 flew several recurrent training flights for local and visiting glider pilots and provided the conversion training for one licensed power pilot to acquire his glider pilot licence. We also had one youth student join the club to begin gliding lessons. In addition to raising her own monetary support she also benefitted from financial sponsorship from the SAC and AVSA Bursary funds and has now obtained her glider pilot licence.

Our efforts this past year focused on improving AVSA participation in the OLC soaring competition. Club members continued to explore the cross-country opportunities in the Alberni Valley, soaring along the Beaufort Range as far west as the Comox Glacier and as far east as Mount Arrowsmith.

We were also able to purchase an upgraded parachute for the PW-5 and correct some PW-5 radio deficiencies with funds from the SAC Safety Improvement Grant.

2017 presented some special challenges to club operations. With the completion of the runway extension project however, we expect 2018 to be another building year for our club members. For those glider pilots looking for a small friendly place to visit in 2018 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. Have a great 2018!

ASTRA – Mike Thompson

ASTRA members started soaring in April with check flights and waiting for some good weather. Our group flew at several locations this season including Ephrata, Pemberton, Invermere, Nephi, Bahia, and Benalla.

From the OLC data, seven ASTRA members flew: 115 flights, 547 hours, and 43410 km, earning 41603 points.

- Fastest flight in Canada: Joe Gegenbauer, 347 km @ 120 km/hr in Invermere.
- Longest flight: Branko Stojkovic 951 km at Bahia Gliding.
- Fastest flight: Mike Thompson 755 km @150 km/hr at Nephi, Utah.

REGION 8 contest There were five Canadians flying the Region 8 contest in Ephrata WA, three of them ASTRA members. The weather did not cooperate and we only had two contest days out of six with lots of landouts the second day.

Nephi OLC Games Two of our members flew in the Nephi OLC games with mostly good weather and some excellent soaring.

Canadian Rockies Soaring Club – Wes James

I think the points scored on OLC by CRSC members and visiting pilots confirm, again in 2017, that the Columbia Valley is a great soaring destination. Other than heavy smoke rolling into and staying in the valley for days at a time, mostly in August and September, the spring and summer were hot and sunny with good thermals.

We did not have any scholarship students as we did not have any worthy candidates. We do however have one or two candidates who have expressed a desire to be students in 2018.

Vancouver Soaring Association – Barbara Morningstar

2017 was indeed a unique year for our club. Without a hangar for the majority of the season, we had to carefully tie down some of the club gliders outside for use along with rigging and de-rigging of those in the trailers when needed. This added to the much needed collaboration of members during the flying season. Everyone seemed well spirited about the venture knowing the outcome at hand!

The season did finish with the completion of the permanent hangar which is clearly a milestone in the club's history and will make it much more convenient for storage and maintenance of our assets into the future. A big thank you goes to Andrew Nicholson for his many volunteer hours as the hangar Project Manager. Also to James Swank for his electrical work on the building and Fraser Mitchell for the creation and building of the dollies; untold hours were donated by both. Many other members gave of their time and resources to help but are too numerous to mention; a sincere thank you to all who supported the project at various stages and in a range of capacities.

We began with a full and solid roster of instructors, but due to a range of personal concerns their availability was challenged as the season began. This limited our capacity to accept new

members off the wait list. Also, many of the students who expressed interest in taking the instructional courses were unable to follow through with course dates when the time grew near. This resulted in smaller numbers and lower tow revenue during normally active training times. That, along with a smoke-filled August affected overall revenue. The Hope Camp did not take place due to poor visibility caused by the forest fires. We were however excited to welcome nine new members.

Membership numbers were maintained. We learned a lot from recent experience with the wait list and plan to implement a more thorough protocol of acceptance and screening in the coming season. A number of instructors are now able to return and the 2018 season is already looking stronger in that regard. It is a goal in the coming years to increase our membership base to encourage new energy, ideas and sustain the club into the future. The wait list is full and we have a week-long commercial airline pilot course in the works.

A number of members took VSI (DG-500) for an away trip to Invermere and had an amazing time being mentored by two of our more seasoned pilots: Joe Gegenbauer and Hans Baeggli. It was a wonderful week of new discoveries and amazing sites. Earlier in the year some of the members participated in what is becoming an annual away trip to Ephrata, Washington.

Overall it was a safe flying season with no injuries. Unfortunately VSI was taken off-line near the end of the year for repairs due to a worn landing gear that collapsed. It is still in the shop awaiting parts but should be back early in the upcoming season. This did have an impact on our two-seater availability for instruction and member flying time. Dave Hocking was our CFI for the season and brought a wealth of experience to the role. During this tenure, on a personal note, he completed a long desired goal of his Diamond altitude during an away trip to Cowley. As a result he completed the full Diamond trilogy, a great personal achievement and an important one for the club. We are proud of the pool of very skilled pilots in our membership ranks who have made many noted flights over the years.

The present board of directors are:
Daniel Weinkam – Treasurer
Secretary – Mac McCallum
Tow Pilot Director – Ray Maxwell
Director of Facilities (and the Hangar Project) – Andrew Nicholson
Membership Director – Andrew Lau
Social Director – Kevin Forsyth

One final win was the approval of a tax exemption granted by the Fraser Valley Regional District. Thanks go to Ray Ahrens for his initial research and the advice of Jim Snow who worked hard in past years to attempt to get this through. This is an important savings for the club. Also, mention goes to Daan Weinberg's hard work which resulted in our buildings being categorized in the not-for-profit tax classification, this also benefits our expenses in years to come.

With the new hangar in place, a new cycle begins with lots of exciting possibilities for the season ahead. Let's fly and continue to have fun filled adventures in the sky!

ALBERTA ZONE – Jordan Lewis

The 2017 soaring season was a mixed bag of weather. With good days and great days sprinkled in among weeks of waiting for the weather to cooperate. There were some very memorable flights made and two more successful Cowley camps in the province of Alberta. The SAC Board has been busy meeting with members from all levels of the organization to lay out plans and improvements for the year ahead.

One of the hot topics has been the Pan-American Gliding Championships coming north of the border in 2019. The Board will be working closely together with the Sporting committee, the Safety committee, and committees abroad to help bring the event to reality. The other major project in the works is the follow-up to the Safety Improvement Grant roll out. The program has been a widely accepted success with a large portion of the allotted funds being given out to clubs across the country. However there are still many clubs that have yet to claim these funds. If your club has not yet done so please take advantage of the opportunity. Over the last few meetings the Board has been looking into a follow-up program to roll out in the coming season.

With the AGM forthcoming in Calgary, plans for the 2018 soaring season are under way. The year ahead is looking strong for the sport with the air of competition returning to the west. With the absence of a provincial contest last season the itch for the snow to melt and return to the skies is strong. Let's have a safe and fantastic soaring season in 2018.

Cu Nim Gliding Club – Pablo Wainstein

There is a time to develop and a time to rest. I'm not an economist, but I have never believed that any system – human, animal or floral – can continuously grow with a limited set of resources. If something continues to grow, something has to give way. Similarly with the economy of a country, I have a hard time understanding that economists may consider a failure to decrease is equivalent to the growth of a society, and even suggest that not to grow means to shrink. I believe there is a time to push and evolve, and a time to rest and recover forces. During this rest time, you are not just sitting doing nothing, but actually planning for the future, analyzing strategies and getting a feeling of how the system is working with the new status achieved and evolving. In this way, the next push of development is a planned one and not rushed.

A gliding club has similar lines of evolution. People vary in their energy level and dedication, and there are times when a club needs to be aggressive in developing and acquiring new aircraft, but then make time to settle a bit, pay down debt, and plan for the near future. Failing to plan would mean not to be ready when you need to act again. Six to seven years ago, Cu Nim began a forced fleet renewal after the Blanik L-13s were grounded. Needless to say, I believe it was the best prompt ever for the evolution of the club. Now, after having invested more than half a million, a large amount of cash indeed, I believe we have achieved a new balance that requires some thought and settling. With a DG-1000, ASK-21, ASW-28, DG-303, and a Jantar, we now have one of the best fleets in Canada.

It is worth mentioning that the development was achieved by a combination of bank and member loans of which the repayment has been very good indeed, as we now have only around 20% of the total investment to repay. All this comes of course with a human cost, and now it is time to enjoy our fleet and regain forces.

The club this year saw a relative decrease in membership with a bit less than 60 members. However, this was no surprise since early in the year we decided to eliminate our long time 5-flight student intro package. The decision was made to enhance the flying experience of our regular full-time students and respect their priority in having more instructor resources for their teaching. It was a good decision with fewer students but better individual achievement within a year. Instructors also felt that their time was well invested and students made progress, although our numbers did go down a bit. There is always an initial trade between investing in members' well-being and short-term cash flow but I am sure it has been a worthwhile investment in time and dedication, and will bring benefits to the club. Next year we may be contemplating a middle ground approach where we can offer discounted packages for intro flights, but they would not be considered students and, as such, would not take instructor time away from our regular students. Flights would then be done by intro pilots.

For daily planning this year, we started using *ClicknGlide*, an online system designed for organizing operations within gliding clubs. In just a matter of clicks, you can literally see the rostered instructors, towpilots, sign for instructional flights, put down your name for being an intro pilot or create new events such as meetings or fly-in breakfasts. By using *ClicknGlide* we saw a decrease in e-mailing and less confusion in our operation. Based on conversations with some members, I contacted the creator of *ClicknGlide* and suggested some new features that could be added. It would be great if it had an online log-book system where students could input their instructor evaluations and comments (info from the Pilot Training Record), then instructors could have easy access to student records prior to an instructional day. It would aid in planning and skills development.

With 762 two-seater and 215 single-seat club flights as of the end of October, 106 private flights, eight students with two solo and one licensed, the purchase of our ASW-28 and the repair of our ASK-21 early in the year, 2017 was for sure a handful. Thanks everyone for your help, energy, and passion for flying – Cu Nim is a wonderful group of people. You definitely make a difference.

As I write these lines in November, we are still flying and have had some nice wave flights from Cu Nim. I wonder how next year will be. New challenges are on the horizon as the club may need me to fill in another position instead of being president. I have now been our president since 2011 and for sure it has been exciting, challenging and enriching. Thanks everyone for the fun I have had doing so! Get ready, the 2018 season will surely come quickly as you dream a lot about being in the air again on those beautiful early spring days!

Lethbridge Soaring Club – Geoff Minors

LSC has again been very busy working on the hangar. Getting the main door up and working was a major milestone. We now have a fully enclosed hangar with just minor things to do to complete it.

During the ASC camps we had the hangar full with gliders and the ASC towplane – it is very nice to see it being used as we intended. I now hope that next year we can concentrate on flying more. The hangar has been a major project for the club and now to see it completed is really a testament to our club members on securing the future of the Lethbridge Soaring Club. It will be around for many years to come and will open up Cowley for more people to enjoy the fantastic flying we have here.

We are still mainly a winch operation and enjoy the use of the ASC Roman winch. During the ASC camps we have introduced pilots to the thrill of a ground launch and teaching safe winching methods.

We now have a new instructor, Bruce Aleman, helping to teach our student pilots. Jeff Sligerland is our first ab initio student to go solo and should be licensed very soon. We also have several other students close to going solo.

LSC is very involved in promoting the club and sport which has been paying off and should see the reward of this hard work in the near future. In early 2017 we applied for two grants to help support our *Freedom Wings* flights. Richardson Oil Seed in Lethbridge, which holds a golf tournament charity, accepted our application and gave us the funds to buy our new Kubota utility vehicle. We will attach a hoist to this to raise people in and out of the glider. We were also accepted for a Community Initiative Program grant, which will secure the purchase of the *Freedom Wings/Youth Flight Canada*, Grob 103.

This year the club set a goal to fly every month of 2017 and we achieved this and hope to carry this on through 2018. Flying during the winter did provide us with some challenges but our hardy members managed to come out and get some flights in. If you would like to join us during the winter months, let me know. LSC is growing quickly and is securing a good foundation for its future.

Edmonton Soaring Club – Aaron McDermand

ESC had an amazing and progressive year, with many new faces including new students, new licensed pilots, and new members of the public all becoming acquainted with and enjoying the soaring life style.

Once again the rest of the season was quite wet and we lost several weekends due to our soft/wet runway. The club had an engineering company give us a quote to resurface the field and improve drainage, but this number quickly added up to over \$1,000,000. So we decided to create a contingency plan that would allow us to fly at a nearby paved airport on weekends when our runway is unusable.

We started this season a bit later than last year, in early May rather than late April, but we managed to still do about 976

flights this season at the time I write, just shy of the 1000 flights we did last year. We had about 52 active pilots this year who achieved a combined 421 hours and 23 minutes of flight time. We had a very successful 7th annual Junior Camp with twelve pilots participating, a full compliment. What a great group of talented young aviators – I know the future is bright for this sport. We even had one air cadet drive out to ESC at the last minute to complete his glider pilot licence after being unable to do so at Gimli because of weather and logistics. He completed all his required solo flights and flight tests in one weekend. Thanks to our CFI Jason Acker and his team for helping pull off this feat.

Our number of familiarization flights appear to be on target with or have slightly increased from last year. The ESC has continued to expand our social media footprint as a way to spread public awareness about our club and sport. The results have been impressive with many more public users liking our Facebook page and following our club activities.

We completed the repairs needed to make our second Pawnee towplane airworthy again. It proved to be very useful on busy flying days and at our Junior Camp.

We had a very keen and active group of students this year with several licences and solos being achieved. Our instructors were kept busy and we continue to have a need for more trained instructors, hopefully this will be solved at the next instructor course planned for the spring.

ESC continues to grow and work towards expanding our membership and interest in the sport of soaring. With our young and energetic executive board, I expect this will continue into the future.

We are currently in discussions of building a new hangar for our towplanes and the possible acquisition of a new two-seat glider suitable for training and cross-country flights. That's all for now as we patiently wait for the start of next season ...

Central Alberta Gliding Club – Leo Deschamps

There wasn't much going on at the club this season. Due to the economy we only had four returning students who showed up at the beginning of the season, and as the summer went on they just stopped coming.

There were three events worth mentioning. The first was the Provincial contest at Netook where the club helped support the contest executive at the facilities and where we had John Mulder, Drew Hammond, and Leo Deschamps participate. Leo earned third place overall. A highlight was the award of the *Canada 150* pin from SAC to all three CAGC pilots. This was the award for doing over a 150 km flight in Canada's 150th anniversary year.

The second big event, initiated by Dale Brown, was going to the Lacombe airport for two days of glider flights for charity. Our two aircraft were ferried to the Lacombe airport and back. It was a great experience for our novice pilots who haven't really flown over a semi built-up area. We managed to do a few

training flights and a good time was had by all. It was 32C the first day and on the final day, the winds went from 10 km/h to 86 km/h. What a surprise, but our two passengers loved the exciting landings. The club raised \$625 for the Big Brothers and Big Sisters of Lacombe.

Last was the hard work Judy Soroka did at the Springbank airshow and arranging over 25 intro flights herself this year to make the club's year a financial success. Our club did over 50 intro flights this year.

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 – Jay Allardyce

The club had a successful season despite only flying 634 flights which was a ten year low for the club. This was likely due to the fact that the soaring weather in May and June was poor when it is usually quite good. Our saving grace was an unusually good August in which almost 35% of our total were flown in this month alone. August also allowed the club to secure an eighth place ranking on the OLC for Canada.

Unfortunately in September, we had an accident which rendered one of our two seater Krosnos out of service and which ultimately ended up being written off by the insurance company. The bright side of this is that this significantly accelerated the club's fleet replacement plans by several years and the club executive made the decision to acquire two brand new PW-6 gliders for the 2018 season. The club is very excited about the addition of these new gliders to the fleet and the additional capability it will provide the club for the ability of members to fly cross-country and also provide opportunities for cross-country training and coaching flights.

Growing the membership continues to be a challenge for the club. We are not doing as much training as we were many years ago. That being said, the club continues to be very active with a large contingent of serious cross-country pilots. The bright side is that the limited number of students who joined the club in recent years have been very keen and expectations are that they will go on to become long term members of the club.

Well, fewer new members isn't necessarily great for revenue, but if we can retain the ones we do bring in, that is more beneficial for the club than getting new members who only join the club for one season.

The club is expecting a great 2018 season with the addition of the two new PW-6 gliders as well as two new private gliders that were recently acquired by members who did not previously own gliders. Another major initiative in 2018 is the installation of FLARM units in all club aircraft, inclusive of towplanes, made possible by the SAC Safety Improvement Grant which covered the majority of the cost. Most private owners have also opted to install them in their gliders as well. We are

looking forward to the enhanced safety that the FLARM technology brings.

Regina Gliding and Soaring Club – Mark Westphal

RGSC had a slow year in 2017. The weather was not very friendly for soaring. When we could fly, there were simply no thermals. We had a lot of windy days and as fate would have it, they were usually a 90° crosswind. The club continues to struggle with membership. That said, we were able to fly 21 days and had one new student start. Two members also attended a Cowley camp.

Saskatoon Soaring Club – Ian Barrett

The club year started with our club AGM and dinner at the end of January. John Toles was recognized by SAC for 40+ years of contribution to soaring in Canada. SSC granted John a lifetime membership for his contributions to the club. A ground school was held in the spring with good attendance. We also had a soaring simulator set up for members to use through the winter.

The club got airborne in mid-April. Training flights took place throughout the summer. Overall, the club had 466 aerotows (a 10+ year high) and 4 winch launches. Total time on club gliders was 240 hours, another high for us. The club had 62 flying days, thanks to regular flying on Fridays, Saturdays, and Sundays. Roy Eichendorf travelled to King Mountain Park (USA), averaging 3 hours per flight. Skyler Guest flew his L-33 from Invermere, BC and Cowley this year. He logged many personal best flights this season: 6 hour flight, 300+ km, and 28,000 feet in his L-33.

The club was able to negotiate the use of the second hangar at the Cudworth airport in 2016. Repairs on the hangar structure continued in 2017 and the hangar operated at capacity through the season. The club currently operates a Cessna 150-150 tug, L-23 Blanik, L-33 Blanik, Open Cirrus, and a Schweizer 1-26. The club is considering purchasing another 2-seat trainer in 2018. Three private gliders are flown by club members.

SSC had a positive season logging only two minor incidents this season. As part of our safety initiative we installed three FLARM units in club aircraft. All private gliders will have FLARM for the start of the 2018 season. We are planning to set up a FLARM ground station in the upcoming season as well.

In early November, the club hosted an awards night to wind up the season. Highlights for the evening included the Provincial competition results, the COPA fly-in success, the total number of flights and hours by our club (new record again!), OLC standings (11th across Canada), funny stories, new badges (22 for 2017 !), and club awards, Pilot of the year, Rookie of the year, Airmanship, and Sportsmanship.

Prince Albert Gliding & Soaring Club – Keith Andrews

During April, Dennis, Rob and Keith worked on getting the equipment ready for spring. Our AGM was held in the home of Keith and Bev Andrews on 30 April with four members present. All officers were returned to the positions they held the year before. During the week of 11 May, Bob Dueck performed the annuals on our gliders. Flying started in earnest on 4 May with annual proficiency check flights. On 15 June, the Birch Hills

Flying Club annual BBQ was held in Dave Berkland's hangar with 25-30 people attending. This year we continued flying up to 28 Oct. During November, we worked on getting the gliders ready for the 2018 season. The weather this year was better than last year. We flew on 23 days with 202 flights for a total 40:40 hours.

SOUTHERN ONTARIO ZONE – Stephen Szikora

While 2017 was a challenging season weatherwise, we are pleased to report that the five clubs within the zone have been strengthening their operations. Overall, membership in the zone has increased to 335, the highest it has been since 2012 and just off where we were ten years ago. Credit has to go to the clubs themselves, where we are seeing significant improvements in fleets and facilities as well as management renewal.

Strong clubs make for a strong sport and SAC has been pleased to support this through things like the Safety Improvement Grant program. Within the zone, four of the five clubs have fully utilized the available funds to make significant improvements to the safety of their operations, and the remaining club has carried forward very little of its allotment. There have also been strong efforts at the club level in marketing and recruitment that have brought new people into the sport.

On the competition front, some fatigue has set in, particular after the World Championship event came in early 2017 rather than in 2016, leaving us with an inability to organize a National Championship during the year. However, this should only be a pause since there are some very big events planned for the zone in 2018-19 including SOSA hosting a Nationals event that is being billed as a pre-PanAm event leading up to the big show being the Pan-American Gliding Championships in 2019. Much of the planning for these events has already been done and we're hoping for big attendance from across the country for both events. There is a strong and growing competitive contingent and we all want to keep the momentum going.

I ask of each member in the zone, that as we start club operations this spring, each of us look around, see what can be done to improve our clubs for all, and step up. We all need to pitch in before we pitch up!

Great Lakes Gliding – Tom Robertson

The poor weather dominated our activities for 2017, bringing flight numbers down 50%. Cross-country distance was also down almost 50% with the weather not giving us too many days to get too far from the club area.

The additional down time was used to add new microphones in the trainers which matched the radios that were upgraded last winter. We also added a FLARM tracking system that allowed members to download an app to their phones to track aircraft movement. Coverage of the system was not as good as we had hoped so we need to move the antenna to a better location.

It is imperative we try to get more FLARM receivers in the southern Ontario gliding area. Maybe SAC could find a grant

for this and try to get other clubs to add tracking units to their location to increase coverage of the system.

With the work done this summer and the last two winters we didn't have any big projects planned for this winter. Some work was done on our new single seater, an ASW-19. One of our members is building an instrument panel for the back seat of our Krosno to house an altimeter and ASI.

We are also adding *FlarmView* to the back seat of both trainers. Great Lakes is once again running an online ground school. This is the second online, web-based ground school to date and we are trying out a "reverse classroom" format. We get the students to watch the videos of the ground school in 2016. We also tell them what and where to read up for the day's session. Each student is pre-assigned a question to answer in class (this can be done by voice, whiteboard or a presentation if the student wishes). General discussion about the question ensues, which puts the onus on the student to read up and get an understanding ahead of time. Any questions or ambiguities are addressed in the web session.

London Soaring Club – Mike Luckam

In 2017 the season started late in May due to wet field conditions. We had 466 launches, over half of those in our L23's. We provided 38 introductory flights to the public. The Grob Astir had over 40 flights this year (the majority cross-country) which is very encouraging as we've been trying to increase participation in cross-country flying for the past several years. We credit our member Sasha with inspiring us to go further and faster. One flight resulted in a successful Silver Badge distance claim, and for the first time in years we had a lot of flights registered in the OnLine Contest. Mid-week flying was very popular this year also.

Two juniors soloed late in the season and one adult student received his glider pilot licence. We had three junior members and sixteen adult members and added one new member. We continue to encourage our more experienced solo pilots to get their flight instructor qualifications.

Once again, one of our junior members was successful in obtaining a SAC Youth Bursary to help offset flight costs – those funds were matched by Youth Flight Canada donations and funds set aside from a portion of each introductory flight sold. The directors encourage all youth members to apply for a SAC Youth Bursary.

Our towplane OHJ was in service for the full season this year, as were all the gliders – despite a cracked canopy on the 1-34. Fortunately, we were able to borrow another canopy at very short notice, and so continued to fly the 1-34 for the rest of the season until its canopy was repaired. THANK YOU, YORK SOARING! The support our sister clubs show to one another is amazing.

Our third FLARM was made operational early in the season, as were two Kobo eReader flight computers with XC Soar installed and connected to the FLARMS. The IGC flight tracks recorded by the FLARMS were used for Online Contest and badge

claims. The final FLARM awaits installation in the 1-34 over the winter – we very much appreciate the SAC Safety Improvement Grant that offsets the cost of this safety equipment, and the 5% discount for FLARM-equipped aircraft. We also plan to equip our towplane with a transponder in the very near future.

There were several social events, the highlight of which simply must be Nick's roasting of a lamb over hot coals followed by an awesome picnic party. The Christmas Party was well attended and lasted well into the night. And speaking of night, there was the "Star Party" on the deck watching the meteors. Yes Derek, there were meteors.

Sadly, we lost Chris Eaves in 2017. The club will really miss his dedication to the club and helpfulness to maintain our aircraft, especially OHJ. XU Aviation will continue to maintain our aircraft.

The board is grateful for our Operations Team that runs the club on a day-to-day basis, and the many volunteers that keep the grass under control, maintain the mowers, hangar, and gliders, fly the towplane, instruct the students, and all the solo members that take up intro flights. The club runs best when everyone has a part in it. Have fun flying in 2018.

SOSA – Sean Christie

2017 was a positive year for SOSA in many ways. The year started with SOSA being well represented at the World Gliding Championship in Benalla, Australia. Team Canada, consisting of entirely SOSA members, Sergei Morozov, Dave Springford, Luke Szczepaniak, and Jerzy Szemplinski along with team manager Joerg Stieber, all invested much time and resources into making the long trip in January 2017. While podiums nor medals were won, the team represented Canada very well amongst the world's elite soaring competitors. We are very fortunate to have such world class pilots in our club. I would encourage all members to seek out these individuals to hear their stories and glean even the tiniest nugget of soaring knowledge.

The story to the start of our flying season was "WATER – WATER – WATER". While record rainfall was observed in southern Ontario, this combined with the additional water from our new neighbour to the north, our ability to mount any sustained flying was severely impacted. The weather started to improve, a resolution was negotiated with our neighbour, the waters receded and more normal operations returned to SOSA in June. Although this past season was not the greatest for soaring conditions, our weekends were notably hard hit. Despite the challenging conditions, we came one flight short of 2500 for the season, including many members achieving milestone flights, as well as set a record number of instructional flights. Intros were close to the 9-year average but down over the previous year.

Safety was a continued focus for us in 2017 and I am pleased to report that this past year saw continued improvement in our safety record. No "accidents" were reported for the season and all incidents and Blue Book entries were reviewed by the Safety Committee. During the season, three pilot safety meetings were held that included club members and external guests speaking on a number of topics, all in an effort to raise safety

awareness and skillsets of our members. I would like to thank our Safety Committee, Bill Vollmar (Chair), Hans Juergensen, Bob Harvey, Dale Guenter and Malcolm McLaren for all of their efforts and hard work to improve safety awareness and reduce accidents and incidents.

As described at the beginning of the season, the decision was made to split Marketing and Membership functions into two distinct portfolios. The thinking was that improving member experience and retention was equally as important as marketing our sport and club to new members. A quick analysis showed that this had the desired effect as membership is up over 2016 with 129 members (vs 114) and retention improved over the previous year. These trends need to be monitored and built on in order to drive long term sustainable benefits.

In marketing, we continued the execution of the campaigns started in previous years through the use of targeted new social media advertising. While any advertising spend can take years to fully understand the Return on Investment, the investments in Facebook ads and YouTube promotions are starting to show positive returns. Of course, this can only be analyzed over the long term, but we believe that continued commitment in 2018 is required before any judgements can be made. Additional marketing initiatives were executed through the year including improved signage at the club, participation at the Waterloo Aviation fun day and other promotions.

Our ground school was extremely well attended and sign up for this years course looks like it will be another success. Thanks to Mark McDermott for all his hard work in planning, preparing the curriculum and delivering such a fantastic course.

Thanks to Rafael Nunes, there were a number of new programs and initiatives started this past year, all with the goal of improving the member experience. New welcome packages were compiled and the orientation sessions that were organized and run by Rob Russell went a long way to making new members feel welcome and understand how to best integrate into the club.

As announced in the middle of the season, SOSA has successfully bid for the 2019 Pan-Am Gliding Competition. Once again this is a fantastic opportunity for SOSA to showcase our club and soaring in Canada. With the hosting of the 2019 PanAms comes the added responsibility of hosting the Canadian Nationals and the Pre-PanAm in 2018. The organizing committee is hard at work planning and prepping for the two events. Running two events like this, on this scale, will take the effort of many people and there are lots of ways for members to help. If you are interested in offering your support, please seek out a member of the board and we can point you in the right direction. Much more information to come on this in the future.

Overall, the club is in a strong healthy position financially with year-end results showing a profit of approximately \$54,000. This includes grant money from SAC for safety and advertising, from intro flights paid but not taken, debentures aged out and a few unclaimed payments. Profit outside these non-operational items is \$27,369.63.

With the introduction of "Freeflight" accounting software, members now have near real-time access to the \$\$ status of their account, so there is no reason that members should be unaware of their financial position with the club. Please remember that the policy of the club is that any member with negative balance is grounded until all accounts are paid. This policy will be properly enforced in the upcoming season and the board will be discussing other actions to help reduce the size of this deficit.

From a balance sheet position the club is very strong with close to \$600K in cash and other instruments. This capital is going to be put to work over the next few years through the acquisition of new gliders to replace the aging fleet and other improvements to the club so we will see our cash position diminish.

I would like to thank Mark Luscher and the entire finance team for all the hard work this year. This board portfolio is by far the largest and most demanding of all the board roles. It takes the support of many other members to effectively handle all the various duties from updating the daily Freeflight transactions, processing member payments, managing the expenses, reconciliations and many, many more. We are appealing for more volunteer support in this area as the workload is increasing and we want to institute better segregation of duties. It should be stated that the 2017 budget included funding to allow for more permanent bookkeeping support which was not used, however, this year the board has decided to keep this line item in the budget. If we cannot find adequate support from the membership, the board will be forced to use this budget item and hire some accounting and bookkeeping assistance.

Thanks too to the Audit Committee for their efforts in reviewing the club finances. Their review was thorough and provided a number of recommendations that are under review.

Turning back to our fleet, in 2017 we said good bye to the DG-505 and welcomed a new high-performance ship in the Duo Discus. RNV was ready for the start of our season, thanks to the efforts of many club members. The new ship has been a welcome addition to the fleet and received active use. Your board has been working on strategies and plans for replacement of the club's glider fleet over the winter. First up for action was the replacement of our aging two ASK-21s. UYE and UZH will be replaced with two new K-21B. This order has been placed and we are expecting delivery in late 2018. We are anticipating a vibrant market for our existing K-21s and will receive a good return. The Puchacz JXA is next up and plans are underway to upgrade this with a Perkoz. We anticipate placing this order mid-season in the hopes of a 2019 delivery.

During this spring, the board will turn its attention to the single seat fleet as we look to determine which aircraft will fulfill the needs of the members in the future. There are options for the LS4 but our Juniors present a more challenging path. It is unlikely that the single seaters will be able to be replaced to an entirely new fleet, but where possible, upgrades will be made.

In terms of the towplanes, we are currently working to secure a third Pawnee in preparation for the 2018 Nationals and the 2019

PanAm. Having a fourth towplane will ensure running the most efficient events. Even with four towplanes, the competitions will be seeking to borrow or rent a fifth to ensure capacity to launch the grid. We have been working with Larry Lysiuk on the evaluation and due diligence of aircraft he is selling. Gary Baker and Gino Cavicolli have put in a lot of hours to understand the condition of the plane and we hope to be completing the purchase in the spring. Our plans would be to sell the older of our two Pawnees (GDK) after the completion of the 2019 PanAm and return to a fleet of three towplanes. To that end, and in line with the five-year plan, work has commenced on the upgrading of the fabric on BWY over the winter. Work is progressing well and she should be ready for the spring.

From a flight operations perspective, we saw continued improvement in our student training program. The previous year's program of weekend mornings being dedicated to pre-solo students was continued and is gaining more and more traction. The Tuesday evening flying and the dedicated Friday winch program was also continued with good turn out and success.

Thanks to John Brennan for running the cross-country course and to Joerg Stieber for developing a new cross-country program and PTR. I would also like to thank Martin Brassard and his CFI team – Dave Springford and Chris Wilson. They have put in great effort to improving the flying experience for students and members at the club. The instruction is becoming more standardized and consistent in approach. This is always a work in progress and I anticipate more positive change in 2018.

In terms of our grounds and facilities, as mentioned above, the season started with water challenges at the north end of the property because of our new neighbour. His land was flooded in part due to the lack of proper drainage through the overgrown culverts on our property. Thanks to Bill Vollmar, an arrangement was struck between us to share the cost of clearing the culvert to improve the water flow. Once completed, the drainage drastically improved the water flow and the field dried up within a few days. Similar work will be performed in the spring this year on the south end culverts in hopes that lake SOSA will be short lived this season.

I am very excited about the club prospects in 2018 and beyond.

Toronto Soaring – Dave Cole

2017 was a great year for our club despite the record rainfall in southern Ontario. Our total number of flights (670) broke our previous record set in 1999. Our new record is an increase of 20% over 2016 and 71% over 2015! This increase is attributed to our new students and to an increase in mid-week flying.

We had four first solos this year (Marty, Shawn, Doug and James). I'm sure James is also the youngest first solo at 14 years old! Congratulations to all students and thanks to our dedicated instructor staff! Our CFI Mike Morgulis also ran the first TSC ground school.

2017 was the first time TSC held a power pilot conversion course – a week-long intensive course that aims to license glider pilots who currently hold a power pilot licence. This was

a great success and we hope to run the course again soon.

Our membership increased by 15 to 44. We had a total of eleven active students this year. Thanks to SAC, two students were able to utilize the Youth Bursary. We have eleven very experienced instructors and fourteen towpilots.

We were all excited to get the 1-26D back online this year. Our new solo students, new air cadets, and "older nostalgic kids" all enjoyed flying her.

TSC is a very active soaring/cross-country club. Our location is ideal for cross-country since you can set a task in any direction without being affected by control zones. We have a regular group of mid-week members who make it possible to get a tow on any decent day. Our monthly potlucks (with large bonfires) were a big hit as always.

Thanks to some key members, we have a very well maintained fleet (K13, Puchacz, Junior, and 1-26D). Looking forward, we hope to save up for fleet upgrades and a mower upgrade.

We finished our new runway in 2017 by adding an additional drain tile and reseeded. This realignment will allow us to move our circuits further from the Hydro corridor. There's a lot of excitement at TSC for 2018 and we can't wait to get in the air again!

York Soaring – David Connolly

York Soaring is going through a period of change, progress and forward thinking. The club is in the process of transitioning to a committee based management structure. This new governance structure is intended to allow us to work more effectively as an organization and democratize management of the club across the membership. To accomplish this, we are establishing committees to help manage various aspects of the club. While these committees report into the board, they are given as much autonomy as possible to make decisions and execute on their mandates.

2017 saw the inception of a Safety Committee, Membership/Marketing Committee, Youth Camp Planning Committee and Campground Committee. While each committee had participation from at least one board member, who would act as a liaison back to the board, the committees were largely led and participated in by regular members. This is a very encouraging early result and we are planning to continue to foster broader club involvement into 2018.

Despite the challenging wet and windy weather we experienced across Southern Ontario last year, we were able to solo 22 new students and got in over 2600 flights. We also doubled down our membership and marketing efforts and through a variety of outreach channels attracted 20 new members in addition to those who trained as part of the youth camps.

To support the demand on our decreasing pool of instructors, we will be running an instructor training/refresher course in the fall to train a new batch of instructors to help us run our youth camps in 2018 and train our new members.

We continue to rewrite our by-laws to bring them in line with the federal charter. We are on pace to have this completed in time for our AGM this summer with the goal of having the by-laws adopted by the end of 2018. As part of this restructuring, we are also discussing the notion of reducing our board size from 15 to 9 in line with our shift to a more committee-focused governance structure. This will free up dedicated members to help in other areas and allow for a more effective and efficient board.

We are also in the final planning phases of a major overhaul of our campground. This will provide septic and electrical systems in line with the building code and allow us to continue to operate our campground. The campground is an essential part of our youth camp initiatives as it provides accommodation for our camp participants and the members who keep the operation running all summer long.

I would like to thank all board directors for their ongoing efforts over the past year. On behalf of the board, we would also like to thank the chairs and members of our newly formed committees. We've covered a lot of ground this year and couldn't have done it without the countless volunteer hours required to keep a club like York afloat.

EASTERN ONTARIO ZONE – George Domaradzki

The weather in Eastern Ontario proved to be one of the worst in a long time; Ottawa shattered precipitation records for July (250 mm vs an average of 90 mm). Not only were there many weekends canceled due to rainy weather, but RVSS had to close for two weekends due to a flooded runway even though the weather was sunny.

Eastern Ontario experienced a slight decline in the number of SAC members over the previous year (seven fewer members overall). Perhaps the weather was a factor and we are hoping for a rebound next year.

This year has seen continuing cooperation among the Eastern Ontario clubs. There was the ground school conducted by GGC and RVSS over the winter. Then there was the GGC MayFly, where glider pilots from three Eastern Ontario clubs participated. Montreal Soaring Council conducted a two-day Advanced Soaring Ground School in March 2017. This was well attended and another session will be held in March 2018. In the fall, MSC, GGC and RVSS members, as well as a few members from other clubs, participated in the Lake Placid Wave Camp. It is nice to meet fellow glider pilots from other clubs on a regular basis.

A new exciting development is the use of *glidernet.org* technology. Both GGC and RVSS have begun using it and we are glad to see that it is being implemented in Quebec as well as in Southern Ontario. It is exciting to be able to see the location and progress of gliders live right on your smartphone or tablet.

This year, all the clubs in the Eastern Ontario Zone have made safety improvements that qualified for the SAC Safety Improvement Grant.

Bonnechere – David Beeching

Last summer's weather turned out to be less than stellar but we had a slight increase in the number of flights with 41. There were only two safety issues – as our airstrip is used by many locals we sometimes have runway incursions by vehicles and pedestrians, sometimes wildlife such as deer, bears, even the odd moose. We plan on improved signage in 2018 to try and alleviate this problem. The club's Supercub also suffered the loss of its tailwheel during taxiing to its launch position. The tug suffered no permanent damage nor was our tug pilot any worse for wear, although we do have a spare, pilot that is. Looking forward to this summer.

Gatineau Gliding Club – Roger Hildesheim

2017 was the 75th anniversary of GGC and Pendleton aerodrome. Celebrations culminated on the Labour Day weekend with a corn roast and barbeque dinner. We have created an "Our History" tab on our website to capture stories and events from throughout the history of GGC and Pendleton: <<http://www.gatineauglidingclub.ca/History.html>>. A joint GGC/RVSS winter ground school was once again held in Ottawa from January through March. This ground school has been jointly managed by both GGC and RVSS for over 26 years and is a great example of how local clubs can work together to the mutual benefit of each club.

With a relatively mild 2017 winter, flight operations started mid-March. Once again, all GGC members were required to attend a spring safety briefing prior to their spring check flights.

The annual GGC MayFly "fun" competition was another resounding success with seven competitors and three great flying days over the Victoria Day long weekend. If you are interested in finding out more about what MayFly is all about, go to the "MayFly" tab on the GGC website www.gatineauglidingclub.ca

Our annual lobster party was held in June with many club members and families in attendance. We also conducted two flying weeks, one in July and another in August. These were in addition to the regular mid-week flying days that are held during the summer at GGC.

We started a mid-life refit project of our ASK-13. The fuselage fabric was stripped and we are completely refitting everything in the fuselage including the replacement of the nose skid with an approved nose wheel modification. The fuselage will be recovered in a new "dope free" approved fabric system called Oratex.

GGC, MSC & RVSS members once again descended upon the local airport in Lake Placid for the annual fall wave camp. We enjoyed seven solid wave days. Finally, early November brought out our fall cleanup and hangar packing with our annual awards dinner later in the month.

Montreal Soaring Council – Kurt Sermeus

Montreal Soaring Council enjoyed another successful soaring season. Despite less than stellar soaring weather, we did almost as many flights as in 2016. Membership continued to grow. We now total 83 members. During the 2017 season, we had 14 new

student pilots and three obtained their glider pilot licence. We also added three newly trained instructors to the team.

We had no serious accidents, except some moderate damage due to a ground loop, two occurrences of a canopy opening in flight and some ground handling mishaps. However, a near-miss incident, between a glider and a towplane, with a two seater on tow, could have ended in tragedy, were it not for the fast reaction of the towpilot at the last second.

Many fewer cross-country kilometres were flown than in 2016. However, MSC again claimed the second place in the Canadian OLC club ranking. A new local distance record for Hawkesbury was set on 4 July. André Pépin achieved a flight of 762 km (OLC distance) with his Lak 17B-21m.

In March 2017 we kicked off the MSC Advanced Soaring Ground School (SOAR). The two day program covers all aspects of cross-country soaring and is aimed at beginning and aspiring cross-country pilots. Invitations were sent also to all gliding clubs between Quebec City and Ottawa. The MSC SOAR ground school has meanwhile ran a second time in January 2018. It clearly responds to an interest. On both editions we had more than 30 participants, about half from MSC and the other half from other clubs. For the next step, we're working on a practical coaching program to help new pilots step up their game and reach their ambitions.

In September, MSC purchased a second Grob 103A Twin II from a German gliding club. The glider arrived in November. Meanwhile it has been equipped with new instruments and it has recently received its CofA. The call sign is C-GVVM... which one can read as 'Gliding Vol à Voile Montréal', perfectly fitting for our bilingual club.

Looking forward, the 2018 season will kick off with a strong focus on safety. In February 2018 the MSC Board of Directors has decided that all aircraft based at our club will have to be equipped with FLARM by 2021. As a start, our Duo Discus was equipped with PowerFLARM. In March we will hold a mandatory safety briefing for all pilots.

Rideau Valley Soaring – George Domaradzki

In 2017 we finished the year with 50 members. Though this is down by five from the previous year, it is nonetheless a respectable membership number when compared to an average of 41 members over the last ten years. We are still experiencing a high turnover rate: 31%. The high turnover rate is mainly due to new members who leave after gaining their licence. Many of these new members were Air Cadets who joined the club in order to gain more hours in order to satisfy the requirements for the Air Cadet Instructor course. We have strived to provide them a good experience in a club environment and hope that some of them will return to gliding by joining a club in the future. On the other hand, the attrition of those who have been members for more than two years was only 5%.

Because of the unfavourable weather in 2017, we flew gliders on 70 days – down from 93 the year before. We had 893 glider flights – down from 999 the previous year. This is nevertheless

above average. We are still a very busy club that brings many students to solo and licence level. In addition, we took two club gliders to Lake Placid and had 26 flights there.

EAST ZONE – Sylvain Bourque

2017 fut une année très ordinaire au Québec sur le plan météo. Le printemps fut très pluvieux. Des inondations que l'on rencontre aux 100 ans ont frappé nos régions. Les champs ont tardé à sécher au printemps ce qui a retardé le début de notre saison de vol à voile. Ceux qui pouvaient se rendre disponible quand les rares journées vélivolables étaient au rendez-vous ont quand même pu faire quelques beaux vols. L'AVV Champlain a terminé quatrième rang et le CVVQ au cinquième rang sur OLC Canada. Bravo. Seulement trois vols de plus de 500 km ont été faits dans notre région de l'est dont le plus long de 558 km fait par J-Y Germain de Québec. Il y a eu aussi quatre vols de plus de 400 km et dix de plus de 300 km dans notre région.

Côté membres pour notre région, les deux gros clubs AVVC et CVVQ sont demeurés au même nombre depuis quelques années, soit respectivement 63 et 57 membres. Les deux clubs ACE et ACES avaient 11 membres en 2016. Ils ont malheureusement perdu la moitié de leurs membres en 2017.

Notre zone fut la scène d'une tragédie pour une deuxième année de suite. Après plus de 30 ans sans décès en planeur dans notre zone de l'est, Jacques Fontaine membre de l'ACE de Bromont a perdu tragiquement la vie en planeur à l'automne 2016 lors de son atterrissage. Cet été, Mario Fiset membre du club de Québec est également décédé en planeur de façon tragique. Prenez un moment pour avoir une pensée pour eux, leurs amis, épouse, enfants, mère, père et leurs familles.

2017 was an ordinary year in Quebec for its weather. Spring was very rainy. The flooding we expect every 100 years hit our region this spring. The fields took a long time to dry, which delayed the start of our gliding season. Those who could make themselves available when the few days of soaring came were still able to make some beautiful flights. AVV Champlain was fourth on OLC Canada and the CVVQ fifth. Only three flights over 500 km were made in our region. The best flight of 558 km was made by J-Y Germain from Quebec. Also, four flights over 400 km and ten more than 300 km were made in our region this year.

The two big clubs AVVC and CVVQ have had the same number of members for a few years, 63 and 57 members respectively. Both ACE and ACES clubs had 11 members in 2016. Unfortunately, they lost half of their members in 2017.

Our area was the scene of a tragedy for a second year in a row. After more than 30 years without glider deaths in our eastern area, Jacques Fontaine, a member of the ACE de Bromont, tragically lost his life in fall of 2016 in a glider when in the circuit. This summer, Mario Fiset, a member of the Quebec City club, also tragically died in gliding. Take a moment to have a thought for them, their friends, wife, children, mother, father and their families.

AVV Champlain – Philippe Laflamme, V-P

L'association de vol à voile Champlain a connu une bonne année en 2017. Nous avons terminé la saison avec 63 membres, en ayant effectué 1244 vols au total. Les étudiants ont été très actifs cette année avec 666 vols de formation, ce qui a exigé beaucoup de ressources de l'équipe d'instructeurs. Pour aider cette équipe, deux nouveaux instructeurs ont été formés, ce qui allégera la tâche pour la saison 2018.

Le grand changement au club cette année a été l'ajout d'un planeur DG-505 à notre flotte, ce qui vient compléter nos deux ASK-21s. Ce troisième biplace nous permet de diminuer la congestion sur les ASK21, en faisant des vols de familiarisations, d'invités, de la formation vol voyage, etc. Ainsi, les ASK-21s peuvent se concentrer sur les vols de formations.

Le vol voyage demeure un élément important à l'AVVC. Nous avons encore une fois amélioré notre moyenne de nombre de kilomètres par vol, démontrant la prise d'expérience des membres pratiquant le vol voyage. L'AVVC conserve encore cette année la quatrième position sur OLC au Canada !

The Association de vol à voile Champlain had a good year in 2017. We ended the year with 63 members, and with 1244 flights. Our students were really active this year, with 666 training flights. This required much from our team of instructors. To assist them, two new instructors were trained. This will provide relief to the team in 2018.

The big change this year was the addition of a DG-505 to our fleet. This new glider will complement our two ASK-21s. It allows us to reduce congestion by doing familiarization flights, friends flights, cross country introduction flights, etc. This allows us to focus the use of ASK-21s on training flights.

Cross-country flying is a key component at Champlain. Again, this year we got better by raising the average of kilometres per flight, which shows that our active cross-country pilots are getting better. We were able to keep the fourth position on OLC in Canada in 2017.

CVV Québec – Pierre Beaulieu

Suite à une recommandation de notre comité de planification de la flotte, le Club de vol à voile de Québec s'est porté acquéreur d'un magnifique Perkoz tout neuf en 2017. Nos quatre biplaces sont très sollicités à 250 vols annuels en moyenne chacun et nous désirons graduellement rajeunir nos appareils. Les démarches d'acquisition ont débuté à la fin 2016 et le planeur a été reçu à la fin août 2017. Le fonctionnement en club nous permet heureusement de bénéficier de l'expérience des membres plus anciens pour aider à choisir parmi les nombreuses options. La configuration retenue nous permettra d'en faire autant un planeur pour l'entraînement de base en 17.5m que pour l'apprentissage du vol de campagne en configuration 20m. Celui-ci est équipé des plus récentes technologies avec LX Eos, Oudie intégrés aux deux tableaux de bord. Les démarches d'importation, d'inspection et d'obtention du certificat de navigabilité sont ardues mais nous espérons pouvoir enfin le voler dès les premiers beaux jours du printemps 2018.

Grâce à la collaboration d'un instructeur du club de vol à voile de Champlain, notre chef instructeur a maintenant sa qualification pour donner lui-même de l'instruction en voltige. Débuté à titre d'essai il y a trois ans, le programme prendra son envol en 2018 en permettant à nos membres d'expérimenter des attitudes inusitées et de se familiariser avec les figures de voltige. Des règlements spécifiques s'appliqueront pour encadrer le tout.

Mère nature n'a pas collaboré au printemps ce qui nous a amené un retard d'environ 30% sur nos revenus habituels dès la fin juin. Heureusement, l'automne a été doux et même si les conditions d'onde à Baie-Saint-Paul étaient limitées, nos revenus ont été que légèrement inférieurs aux années passées. Voici quelques statistiques:

- 57 membres, stable depuis des années;
- 1285 vols (-7%), dont une baisse de 28% des vols de planeurs privés;
- 1141 heures (-20%), Les conditions n'ont donc pas été propices pour la campagne;
- Camp d'onde à Baie-Saint-Paul : 217 vols (-6%);
- Membres d'un jour : 61 (-41%).

La saison 2017 a été assombrie par la perte de l'un des nôtres lors d'un accident. Cet accident nous a tous secoués et remis en question. Les résultats de l'enquête devraient être disponibles sous peu. Mario était un ami et un membre exceptionnel, bien impliqué et apprécié de tous pour son calme et sa gentillesse.

Following recommendations from our fleet planning committee, the club bought a brand new Perkoz in 2017. Our four two-seaters are in high demand, making about 250 flights every year. We also decided to refresh our gliding offer once in a while. The purchasing steps began at the end of 2016 and the glider was received at the end of August 2017. Being in a club brings us the great experience from our venerable members in order to select the proper configuration and equipment. The selection we made ensured we could use the glider as much as a basic trainer in 17.5m and to improve our cross-country skills using the 20m wingtip extensions. This glider is equipped with the latest technology as we have LX Eos and Oudies integrated in both flightdecks. The importation, inspection, and airworthiness procedures are still underway but we expect to be able to fly the glider in the first good days of the spring.

Thanks to the collaboration of an instructor from Association de vol à voile Champlain, our CFI is now a certified aerobatics instructor. The initiative started three years ago and in 2018, our members will be able to experience unusual attitude recovery as well as getting instruction on aerobatics maneuvers. Specific rules will be applied to the aerobatic flights.

Mother Nature didn't help much during spring so we got 30% behind our usual revenues as of end of June. Fortunately, fall was warm and nice even if the wave conditions were limited in Baie-Saint-Paul, the season's revenue ended up being slightly less than usual. Here are a few statistics:

- 57 members, stable from previous years
- 1285 flights (-7%), and a reduction of 28% of private gliders flights

- 1141 hours of flight (-20%), cross-country conditions didn't show up
- Baie-Saint-Paul wave camp: 217 flights (-6%)
- Introductory flights: 61 (-41%)

The 2017 season was darkened by the loss of one of ours in a flight accident. This accident shook us all and we got into lots of introspection. The results of the investigation should be made available soon. Mario was a friend and an exceptional member, much involved and appreciated by all for his calmness and gentleness.

Aéroclub des cantons de l'est – Frédéric Chauvin
2017 fut une année tranquille à l'ACE nous avons fait moins de 50 vols avec un début de saison tardif et une fin de saison hâtive. Nous avons eu deux membres de moins en 2017 et avons toujours un pilote en formation. Notre parc de planeur est resté le même, tous équipé de FLARM.

2017 was a slow year for ACE with fewer than 50 flights. 2017

was also our worse year for membership, reduced by two. We still have one pilot in training and all our gliders are equipped with FLARM.

ACES – Alicia Henderson

ACES was not particularly active this year. We completed three new checkouts for our 1-26 and partially completed the checkout for an additional pilot. All joined via our Boyd E. Taylor scholarship. However, they were new glider pilots produced by the Air Cadet Regional Gliding School, and they did not receive their ADBs until after they lost their currency. As such, we had no current pilots, and do not have a flyable 2-seat glider that would allow us to make our own pilots current. We hope to regain some current members after the Regional Gliding School begins its 2018 spring program and we complete the currency requirements for our pilots.

The 2-22 project that was previously mentioned has stalled, with little to no work taking place on it this year due to membership difficulties.



*The Livingstone Range at Cowley viewed from its south end, Canada's great wave generator.
 Photo: Patrick McMahon*

TREASURER'S REPORT on 2017 financial activities

Stephen Szikora

HAVING JUST REVIEWED THE FINANCIAL STATEMENTS for 2017, I can report that SAC-ACVV remains in a strong financial position with assets of just over \$1.6M, almost all of which is in cash and investments. We operated at a deficit for the year of \$26,610, which follows a surplus of \$35,362 the year prior. While at first blush this seems to be heading in the wrong direction, keep in mind that over the past couple of years we have stated our intention to direct more funds through program spending to the clubs where possible. We had determined that the funds held in reserve were more than sufficient and wanted to pass along the benefits of these savings to our clubs – most significantly through the establishment of the Safety Improvement Grant program.

This past year we have seen significant uptake in this program by many clubs across the country. Recall that we started this program three years ago, with the objective of disbursing an additional \$120,000 over three years to clubs. The objectives of the program included providing an incentive for the establishment and compliance with updated safety documentation as well as adding to our national reporting, and more importantly, providing much needed funds for investments to improve safety in our clubs. To date, eleven clubs have utilized all the funds available to them, seven clubs have used some of their available funds, but we still have nine clubs that have yet to spend a dime of this program funding. At the time of our AGM, there is a total of \$37,693 allocated to various clubs but yet to be utilized (keeping in mind that clubs have been able to carry forward their allocations and therefore defer spending.) Our hope is that every club will find ways to invest in their operations, with a view to improved safety for all, this year. We can't carry forward these funds indefinitely and if they are not utilized we will reallocate the funds to other clubs or other programs.

As I review the line items in our financials, a few things stand out and need explanation. First, we produced fewer issues of *Free Flight* this past year so you will see a reduction in postage costs. Second, we also spent less than expected on our Contest Hosting Grant program since unfortunately there was not a

Nationals contest in 2017. Third, you will see a very big spend for the National Team to attend the Worlds. This event was to be the 2016 World Championships but took place in January 2017 in Australia. We sent a team of four pilots and they were able to raise funds through the World Contest Fund in addition to our regular National Team and Wolf Mix Fund support. Included in this total also was \$3,725 we spent to send a team of six pilots (one of whom had to withdraw) to the Pan-American Gliding Championships in South America. Note also that in 2017 we did not send a team to the World Junior Championships (funds normally allocated for this purpose were not used to fund the National Team but rather were simply not spent.)

One thing that was not positive this past year were our investment earnings. We have become more conservative with our investments and that, along with modest gains in Canadian interest and equity markets, has resulted in less earnings that we have become accustomed to. On the plus side we did not experience a loss and are far less likely to in the future. We also no longer have any foreign equity or exchange exposure (though in hindsight we would have benefited from it this past year.)

As a result of weakened investment returns and aggressive program spending, we have experienced drops in each of our restricted funds. In the past few years we have been directing 5%/year to fund purposes but this year we did not realize a 5% return. The Board will be discussing our recommendations for future spending in this regard at the AGM and I expect we will settle on more modest use of these funds as well as seek ways to increase donations to these areas. For our primary fund, the Pioneer Fund, this is not really an issue. But for the Youth Bursary Fund and the Wolf Mix Fund, spending too much, even for good purposes, will result in the early depletion of these funds.

On the whole, we're happy with the financial results. As an association we are in an enviably strong position and find ourselves in about the same financial situation that we have enjoyed for several years now. Our budget for 2018 will however, reflect recent trends in investment earnings and we will look to ensuring that our position remains strong.

SAC 2017 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2017

	2016	2017
REVENUE		
Membership fees	66,470	63,800
Sales and Services	11,083	4,074
Flight Training & Safety	10,000	2,617
Youth Bursary & Air Cadet	3,500	7,363
World Contest	0	32,401
Wolf Mix	7,783	8,029
Other	499	145
Total	\$99,335	\$118,429

EXPENSE

World contest team matching support	0	32,401
World contest fund support	0	9,893
Management fees	24,000	24,000
Professional fees	3,750	4,100
Bursaries	10,522	11,242
Printing – Free Flight	9,073	4,569
Membership & subscriptions	6,190	6,280
Safety improvement program	23,702	43,354
Publications & training manuals (FF)	5,301	3,933
Postage – Free Flight	2,694	2,537
Cost of sales	15,035	5,710
Bad debt	0	440
Meeting & travel	7,306	9,335
Meeting & travel – FT&SC	8,339	3,444
Directors and Officers insurance	2,114	2,114
Contest hosting grant	6,000	3,000
Canadian National support	500	0
Bank / credit card charges	177	186
Awards and scholarships	437	223
Advertising	5,064	6,728
Web site	4,746	5,244
Office supplies	26	12
Non-refundable HST/GST	<u>2,006</u>	<u>2,065</u>
Total	\$136,982	\$180,810

Operating

REVENUE over EXPENSE	(\$37,647)	(\$62,381)
Gain on investment income	73,009	35,771
REVENUE over EXPENSE	\$35,362	(\$26,610)

Balance sheet – as at December 31, 2017

	2016	2017
ASSETS		
Current assets		
Cash	122,733	53,533
Short term investments	997,517	1,004,497
Accounts receivable	4,366	4,629
HST receivable	9,246	4,516
Pre-paid expense	36,069	0
Inventory	8,805	4,373
Long term investments	<u>495,819</u>	<u>531,139</u>
total Assets	\$1,674,555	\$1,602,687
LIABILITIES		
Accts payable & accrued liabilities	16,717	9,875
deferred contributions	<u>253,023</u>	<u>214,607</u>
total Liabilities	\$269,740	\$224,482
Net assets in funds		
World contest fund	8,300	8,300
Pioneer fund	1,011,799	987,313
Air Cadet & Youth Bursary	10,000	10,000
Unrestricted assets	<u>374,716</u>	<u>372,592</u>
total	\$1,404,815	\$1,378,205
Total LIABILITIES & ASSETS	\$1,674,555	\$1,602,687

Note: The complete 2017 financial statement is available on the SAC website under "Docs".

2018 SAC-ACVV membership fees

(these fees are unchanged from 2017)

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

For new members only, the half-year rates are applicable after 1 August.

All members of a club must be SAC members to be covered by the SAC insurance program. This also includes student pilots even if they are not solo. Consult the by-laws in the SAC membership section for more details.

2018 SAC BUDGET

<i>Revenue</i>	1	Membership fees	\$65,000
	2	FTSC Insurance program	10,000
	3	Sales of supplies	0
	4	Free Flight advertisement	0
	5	Pioneer Fund transfer	29,619
	6	Youth Bursary Fund transfer	2,171
	7	Wolf Mix Fund transfer	7,111
	8	World Contest Fund transfer	0
	9	Interest income	300
	10	Unrestricted funds draw	11,623
	11	Safety improvement grants	40,758
			\$166,582
<i>Expenses</i>	1	COPA office contract	\$27,120
	2	Office expenses	500
	3	Distribution supplies	1,000
	4	Website improvement	5,000
	5	FAI/Aero Club of Canada	6,670
	6	Directors & Officers insurance	2,115
	7	Free Flight magazine	16,000
	8	Board meetings	10,000
	9	Flight Training & Safety	7,000
	10	Sporting committee	4,224
	11	National team	15,871
	12	Youth Bursary program	12,171
	13	Club marketing program	6,000
	14	Contest hosting grants	7,000
	15	Safety improvement grants	40,758
	16	OLC contribution	1,053
	17	Accounting fees	3,800
	18	Bank fees	300
			\$166,582

SAC Youth Bursary Program 2017

The 2017 soaring season has once again proven to be a very successful year in support to clubs participating in the SAC Youth Bursary Program. The 11 clubs with the 29 students are listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$45.59 to \$499.00 after consulting on how the club wished to sponsor their applicant(s). In 2017 SAC matched \$11,241.83 of club funding.

Alberni Valley SA – Anwyn Woodyatt
Club de Vol à Voile de Québec – Gabriel Paré
Cu Nim Gliding Club – Rafal Dzwonek
Edmonton Soaring Club – Catlin Acker, Megan Boyle, Chris Glassford, Jasmine Gordon, Ty Hatt, Ewan King, Ryland Kruk, Kelan Lynch, Jordan Pandarinath, Luke Towers
York Soaring Association – Thalia Schuch, Holly Westbrook, Saphia Fremis
SOSA – Logan Orosz, Chris Begemann, Stephen Goossen.
London Soaring – Isabela Dibon
Montreal Soaring Council – Sergey Taran
Prince Albert Gliding and Soaring – Ashim Dhital
Toronto Soaring – Laura Foster, Matthew Parsons
AVV Champlain – Giulano Passuello-Dussault, Charles Eliot Delcanbre-Audet, Vasco Morais-Boulay, Audrey Latourneau.

This SAC program started in 2009 and in its nine years of operation, a total of 207 youth have received bursaries, co-funded by both SAC and the sponsoring club totaling in excess of \$170,527.

From discussion I had with some non-participating clubs in 2017 I anticipate that in 2018 more SAC clubs will become involved with this program. The program has proven beneficial to the clubs, the community and the youth in their exposure to our sport.

I have agreed subject to the SAC BODs approval, to continue in 2018 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. Thank you to all who helped make the SAC Youth Bursary Program a success in 2017.

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, iphone (604)-313-4957

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

The main story this year is that Nav Canada has initiated discussions about a Canadian ADS-B Out (1090 ES Out) implementation. Unfortunately discussion of ADS-B always involves an alphabet soup of acronyms, worse than even the normal airspace jargon, the explanation of which falls way beyond the scope of this report to explain. (Those of you who have been following the US 2020 ADS-B rollout will be painfully familiar with this problem.)

So with apologies for the jargon, on to the main story: Canada will be getting a plan for the implementation of an ADS-B Out system. This is in the very early stages but it appears this will be an Iridium NEXT satellite-based single layer system. Unlike the USA system, it will only have 1090 ES Out, there will be no 978 UATS functionality. It is going to have TABS functionality, which is very good news, and it will eventually be available Canada wide. There is no published timeline for roll out but this is mainly driven by the upcoming replacement requirements for a number of Nav Canada’s prime radar installations, so nothing is likely to occur for a number of years.

The only particularly worrying part of the initial information is the scope of the proposed 1090 ES Out required airspace. Nav Canada’s opening position is way too ambitious; we will be working to bring the final rules into line with the current transponder requirements. There will be further updates as this story unfolds.

The only other item to mention is one that is a hangover from my 2016 report. Despite indications we would be dealing with it by now, the rumored/promised Toronto TCA reconfiguration has remained dormant. There is no new news on that front.

FAI BADGES – Walter Weir

2017 was not a great year for badges and the weather was at least partly responsible. There were only two Silvers completed – the lowest number since I started doing badges in 1992. See the badge statistics below.

Badge & badge leg statistics, 2008–2017

	08	09	10	11	12	13	14	15	16	17	5 yr avg	% of avg
1000 km	1	0	1	1	0	1	0	0	0	0	0.2	–
750 km	1	0	2	1	0	0	0	1	0	0	0.2	–
Diamond	0	0	1	0	0	1	0	2	5	2	2.0	100
Gold	3	4	2	2	3	2	3	1	2	1	1.8	56
Silver	9	10	9	11	9	7	13	9	7	2	7.6	26
C Badges	21	23	19	27	38	17	20	20	15	14	17.2	81
Badge legs	40	55	58	36	58	42	54	49	47	36	45.6	79

of the 36 badge legs flown: 7 Diamond, 10 Gold, and 19 Silver

FLIGHT TRAINING & SAFETY – Dan Cook

SAC safety report See the separate safety report prepared by David Donaldson, SAC Safety Officer. Although the total numbers of accidents are down last year, we have had one fatal accident last season involving a collision with an obstacle after a stall/spin recovery. Stall/spin continues to be our number one fatal accident category. There were many factors that may contribute, but I would like to address the stall. Much of our focus is avoiding the stall, but this is based on recognizing stall warning characteristics or stall warning devices. Often this information is too late for the pilot to use, especially in high performance sailplanes. Pilots need more positive feedback and in a more timely fashion. The problem is that pilots are often unaware they have slowed below a safe threshold in approach speed or are not on an approach but low over terrain. We have vibrators in our cell phones. Why not as a stick shaker? We have navigation computers and inertial sensor devices in our instrumentation to give us wind speed and direction information for the navigation screen. Why can’t we calculate the V_a minimum approach speeds adjusted for wind strength and gusts from data in these devices and feed it to the stick shaker when a proper approach speed is not maintained below 500 feet? FTSC can’t solve this challenge but there are members of SAC who likely can. This was done in Switzerland for collision avoidance and it resulted in FLARM. The challenge goes out! Let FTSC know if you are interested in working on the project.

This year we have had about 90% participation in annual safety reporting at the time of writing this report. The SAC safety bursary for new safety investments is in its final year and continues to stimulate participation in the National Safety Program.

Instructor training There was no demand for new instructor training over the last soaring season. FTSC has discussed the viability of centralized instructor training in the east and west at a non-club site. FTSC zone representatives have discussed with their clubs but this initiative does not seem to have had much traction. Clubs having preferences either way should make them known to your FTSC zone representative.

Towplane options There has been discussion in FTSC about using the new types of sport aircraft as towplanes. These lighter aircraft with the new Rotax 915 can deliver 145 hp and would likely be able to tow adequately. We mentioned “advanced ultralight” to TC and it was not possible to do this within current regulations. FTSC would like to create a sub-committee to investigate the feasibility from technical and regulatory perspective and make recommendations to SAC. We are looking for persons with regulatory and AME experience to participate.

Safety video challenge FTSC invited SAC members to produce smart phone video of a safety item along the lines of the *preventable.ca* campaign. To date no one has submitted a video for the \$200 prize for best video! Apparently the interest is not there! The instructions were posted on the SAC Forum.

Contest safety This year’s Nationals were cancelled and Provincials were conducted with one accident reported. See

SAC safety report. From OSTIV TSP the key is to establish a good safety culture at the contests.

SAC SO initiatives – SAC ground school David Donaldson is running another online interactive Ground School. Format is less lecture and more discussion/quizzes to reinforce pre-study before each module. Fourteen students are signed up at time of writing. SO Discussion Group – The National SO holds these workshops throughout the year with club SOs to discuss safety concerns and share solutions or ideas. Participation has been good but I would encourage more of the larger clubs to share their experiences.

OSTIV Training & Safety Panel Ian Oldaker, chairman
The TSP reviewed accident data from participating countries and determined that the fewer accidents across the board were making it more difficult to identify definitive reactive measures to further improve safety on that basis. Most accidents are in the realm of human factors, and proactive measures were deemed more effective. Many countries have found reflective learning and scenario-based case studies most effective in ground school for human factors study and good airmanship. TSP identified that it was better to discuss national solutions and initiatives than look at or attempt to maintain an international data base. The overall conclusion is that the areas where we need to concentrate are:

- Low-level maneuvering leading to stall/spins, even if the wing drop is just starting, this can be disastrous (eg. see the “Brakes Open” video), noting that low-level includes low-level attempts to save the flight.
- Skidding final turns, or even if not skidding, low-speed final turns in turbulence, or even a low-level turn to a downwind landing, because the circuit was poorly planned, or the pilot ran out of height.
- Better training for takeoff and climb both on winch and tow-plane launches, to handle interruptions such as cable breaks followed by the desire of most people it seems, to return to the launch point; and the need to establish adequate speed before maneuvering is vital. Many pilots do not realize how long it takes to recover airspeed.
- Cockpit egress testing has been introduced at World competitions and has proven popular with the pilots. Recommend that this be an early season exercise for all pilots.
- A reduction in accidents/incidents has been demonstrated pretty conclusively by Sweden, the UK, Denmark, Germany and others following safety seminars or weekend presentation on safety, in some cases showing dramatic reductions in the following years, but then gradually increasing again. After renewed seminars the reductions again occurred. It is always demanded that as many club members attend as possible. Safety-related presentations, such as airmanship and human factors training, should involve the participants actively for best results.
- Teach the club, not the pilot; club leader; club as a whole, include the social environment (wives, partners, parents).

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 Safety Reports (currently 84%), club hazard/risk analysis (currently 80%), Safety Audits (100%), and Safety program manuals (68%). This is a lower participation for safety reports (the last two years was 100%), but all reports had not been received at time of writing. There was only one club that does not include a hazard/risk analysis within their annual report. A few folks did not understand what this is, but all those I talked to had suitable documents, it was just a terminology thing.

Instructor training feedback FTSC is looking for feedback from clubs on SAC or club instructor training on its adequacy to meet the clubs’ needs. FTSC can provide assistance to clubs that want to keep their training in house.

Promoting cross-country flying and preparatory ground instruction at clubs FTSC is encouraging clubs to improve the content of their training in these two regards. FTSC has prepared a manual for each of these elements in training and can assist clubs with implementation. Both efforts will make better pilots and help promote retention of members.

COPA convention FTSC Chairman attended the Kelowna convention and spoke to COPA President and obtained a SAC invitation to work with COPA, TC, and NavCan on general aviation safety initiatives. Sylvain Bourque has already attended some meetings. Also participated in some discussions and planning to address NavCan survey for ADS-B Out capability in Canada. As gliders have PowerFLARM and ADS-B In, our interest is less than other sectors of general aviation with respect to satellite-based ADS-B Out capability.

Glider pilot tips network The FTSC is planning a Pilot Tips network for glider pilots. *Pilot Workshops.com* currently provides tips to power pilots on a weekly basis and we feel that we might benefit from something similar. We would need a data base of tips to pass on to subscribers. If you are interested in participating, please pass on your tips or email address to an FTSC member and we will set it up.

Emergency overshoot protection A good approach into a well-selected field is best for outlandings, but when it does not work out, being able to save a bad approach is a valuable tool. This skill was studied and demonstrated by the OSTIV Training and Safety Panel, and an article for *Free Flight* to explain emergency overshoot protection has been forwarded. This skill is part of the “Dealing with Emergencies” workshop and recently included as a post-solo pre-licence exercise in the latest version of the SAC Student Pilot Training Record and taught on the most recent instructor courses.

TC motorglider (MG) requirements to carry passengers
The FTSC is working to resolve MG training and licensing issues again with TC who has interpreted the definition of an MG as an “airplane”. They are therefore requiring pilots to get a minimum Recreational Pilot Permit (RPP) for motorgliders if they carry a passenger. The primary issue appears to be safety with respect to knowledge and skills required for MG and that the GPL only requires, based on ICAO minimum standards, six hours flying experience for the glider pilot licence. The reality is that SAC glider pilots have flying hours closer to that of

the RPP minimums in terms of flying experience, and meet nearly all the knowledge requirements by the time they have the SAC Bronze Badge standard for cross-country flying and the recommended type checkout requirements. The issue for TC will be if a glider pilot flies their aircraft outside SAC club operations, and that SAC requirements are not regulatory. We believe the solution should be that the current regulations are sufficient and that a letter from a flight instructor, "gliders", can be provided to TC attesting the pilot's skill to fly an MG, including touring MGs with passengers in accordance with a method of self-launch in CAR 401.24.

In addition, it has been brought to our attention that stated in "CAR 400.01 (1). In this part, glider includes a powered glider for personnel licensing regulations". Therefore there would not be a requirement for an additional licence other than GPL for passenger carrying, only an endorsement for "method of launch". This discussion is ongoing. FTSC will be forwarding another letter to TC highlighting the SAC training provided to glider pilots and suggesting our solution.

Chairman	Dan Cook
National Safety Officer:	David Donaldson
members:	Joe Gegenbauer, John Toles, Jo Lanoë, Jason Acker
SAC Board Liaison:	George Domaradzki
OSTIV TSP Chairman:	Ian Oldaker
Director of Safety:	Sylvain Bourque

FREE FLIGHT – Doug Scott

This was a tough year for the magazine, for a range of reasons. When I read magazines from other countries, they are filled with local club news, and commentaries on new technical issues. None of that is forthcoming to me from SAC clubs, but I know that the latter exists because I see it on the SOSA discussion group. No one sends material like that to me.

For years, the directors of SAC would take turns writing a column, but now they decline to do that. I am consistently short of material.

The first issue of 2017 was delayed as my computer died, I bought a new one and had to re-create all of the material from the original emails.

For the second issue, I had the material ready, but Bill Cole got busy at work and could not do the layout, I had shoulder surgery and couldn't type for a few months, so Tony Burton kindly stepped in and did the layout.

The most demoralizing thing was that the SAC office at COPA informed me that the circulation was about half of what it should be. I immediately knew that this stemmed from clubs not reporting their members to the SAC office, and I asked the SAC board to investigate and correct, but inexplicably they refused, so many members missed the mailing. Later in the fall, they realized their mistake and undertook a costly second printing.

HISTORIAN – Bruce Friesen

My personal passion is preserving the history of soaring in Canada and supporting the continued love of our old gliders, so my first year as the SAC Historian has been both interesting and encouraging. There have been contributions from a range of individuals, which were very much appreciated. I am hoping for more in the new year. Please do not hesitate to contact me with any questions or suggestions touching on Canadian soaring history, and do not hesitate to entrust me with anything you believe ought to be cared for.

The Vintage Sailplane Association has been a good resource and ally; I recommend membership. Although based in the United States, the VSA is definitely committed to fostering interest in soaring history more broadly than in just that country. See <http://www.vintagesailplane.org/>

One important element of Canadian soaring history is the *Book of the Best*. Maintained in outstanding fashion by Ursula Wiese for so many years, it is now my responsibility. I hope to meet Ursula's standards! Tony Burton invested many hours converting the five documents that make up the digital *Book of the Best* into a file format I can update, for which he has my sincere thanks. Please remember to consult it on the SAC website to answer any question you may have, or just browse through to soak up some of the remarkable achievements of our Canadian soaring community over the years.

You can also check out the many documents and reports on the web placed there over the years by Tony Burton. This includes a wealth of detailed information contained in AGM minutes, and Directors, committees and club reports, available from 2000 to 2017 on the SAC documents webpage. When you have a question on SAC activities you want to answer, this is an excellent resource. From 1985 to 1999, he compiled and condensed these SAC annual reports into a 12-page insert in *Free Flight*. The *Free Flight* archive on the SAC website is itself a highly recommended source of late-night browsing through many interesting articles and news items!

INSURANCE – Keith Hay

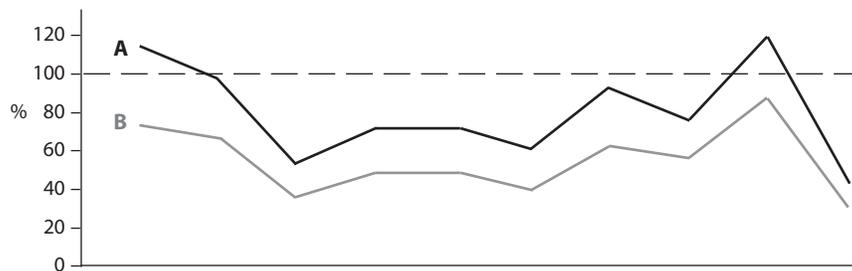
For any of you with questions or comments regarding the insurance plan, please use the SAC insurance address, insurance@sac.ca, as it is usually the most reliable way to reach me. I am usually able to reply back to people within a couple of days.

Thanks to all for an increased attention to safety during the past flying season. As can be seen in the accompanying chart, 2017 saw us return to our longer-term trend in very gradual reduction in our loss ratio. This was fed by a 30% reduction in claims and a 50% drop in the average claim value. The drop in claim value was largely driven by not having any SAC insured aircraft written off in accidents.

The Loss Ratio is the dollars paid out in claims compared to the premium dollars collected. The Total Loss Ratio (which

SAC INSURANCE 10-YEAR HISTORY, 2008 – 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Insured Clubs	23	24	25	23	25	24	25	25	26	26
Hull Loss ratio (%) A	110	96	47	66	66	59	90	70	118	42
Total loss ratio (%) B	68	63	30	43	44	36	60	49	83	29
No claim bonus paid (\$)	6586	5140	6887	8191	12758	10497	10667	3492	3011	4614
FLARMs						86	113	114	155	169
FLARM % of fleet						34	44	54	61	66
FLARM discounts (\$)						8844	10504	12767	13949	15755



includes liability) and more specifically, the Hull Loss Ratio (aircraft damage only), are prime determinants of the plan's premium rates and our ongoing insurability. Our underwriters look at both the long term trends as well as the short term results.

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

“No Claims” credit Through the SAC Insurance Group Plan, we continue to credit those private owners and clubs with a three year claims-free record with a “No Claim Credit” at their renewal. This provides some recognition and incentive to those keeping safety foremost in their flying practices.

FLARM credit The portion of FLARM equipped aircraft has continued to increase, almost doubling in the last five years. Many clubs have now equipped their full club fleet with FLARMs and an increasing number of private owners are also completing their FLARM installations.

During 2017, 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. The discount is available to all gliders and towplanes 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.

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 quickly handling a claim.

It's equally important that clubs forward their membership updates to the SAC office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage.

Out-of-country medical insurance There has been ongoing discussion around obtaining out-of-country personal medical coverage that does not have exclusions for personal or contest flying. We have been working on trying to gain access for this type of optional coverage for SAC members, but have been limited by the size of our group and hence potential market. While the coverage is often made available through a group, it is individual coverage and the rates may vary depending on the individual. We have quite recently been presented with a potential new coverage source that we are following up on along with our broker, Jones Brown.

2018 renewals As I write this report, we are in the final process of negotiating the plan renewal with the assistance of our broker, Jones Brown. Once the final rates have been negotiated, we finalize any changes for the 2017 plan. We hope to have the plan finalized in time for the SAC AGM.

The 2018 policy year will run from 31 March 2018 to 31 March 2019. As usual, coverage will be automatically extended through to 30 April for 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 im-

portant to be sure to let us know if you have changed your email address. If you have not received your renewal notice by April 2, please contact me at insurance@sac.ca.

There are other optional coverage options available for clubs that could be important to their operations. While each club will have different needs, it is important to point the availability of these options.

\$3 Million aircraft liability coverage Last year, at the request of several clubs, we were able to negotiate to provide clubs with the option for \$3 million aircraft liability coverage. This option can be most pertinent for club two-seaters and provides additional coverage in the case of potentially higher liability risk as these aircraft tend to be used for intro flights.

Director & Officer Liability (Management Liability) – “D&O policy”

This is 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 \$1000-\$1800 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.

Fuel tank spill coverage Most property insurance, including the SAC liability policy for our club premises, specifically excludes environmental damages. Clubs will once again this year 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 \$1500 and \$2500 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 public 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. Here are 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 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 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)?
- Depending on the age of your tank, have you considered upgrading to a “double-wall” tank?
- 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 (eg. metal pipe bollards) around your fuel tank to protect against vehicular and other collisions with the tank?
- Do you have old still-in-use tanks (either in-use or out-of-use) that should or must be decommissioned according to regulatory standards?

Here’s hoping a fun, challenging, and safe year of flying for everyone in 2018.

RECORDS – Roger Hildesheim

2017 was a very busy year for records with 17 records being set, 13 in multi-place gliders. Dave Springford and Sacha Pejic put the new SOSA Duo Discus to good use with two multi-place territorial records. Joerg Stieber was busy setting four single-seat records in Parowan, UT. Michael and Thomas Stieber then flew 11 multiplace records with Joerg in Namibia! Congratulations to Dave, Sacha, Joerg, Michael, and Thomas for their amazing accomplishments in 2017. Best wishes for a safe and fun 2018 flying season.

<i>Pilot:</i>	Joerg Stieber
<i>Date/Place:</i>	6 June 2017, Parowan, UT
<i>Record Type:</i>	500 km, 400 km, 300 km, 200 km Speed Triangle, Citizen, 15m
<i>FAI Category:</i>	FAI 3.1.6b & SAC
<i>Sailplane Type:</i>	LS-8 (15m) (GHBA)
<i>Speed:</i>	139.2 km/h
<i>Previous records:</i>	500 km, none 400, 300, 200 km, Bruce Friesen, 134.2 km/h, 2015

Pilot: Dave Springford (P1) & Sacha Pejic (P2)
Date/Place: 25 August 2017, Rockton, ON
Record Type: 500 km Speed Triangle, Territorial, Multiplace
FAI Category: FAI 3.1.6b
Sailplane Type: Duo Discus XL (FRNV)
Speed: 91.6 km/h
Previous record: John Firth & Dan Webber, 88.8 km/h, 1986

Pilot: Dave Springford (P1) & Sacha Pejic (P2)
Date/Place: 25 August 2017, Rockton, ON
Record Type: 200 km Speed to Goal, Territorial, Multiplace
FAI Category: SAC
Sailplane Type: Duo Discus XL (FRNV)
Speed: 97.1 km/h
Previous record: Trevor Florence & Jim King, 91.5 km/h, 2002

Pilot: Thomas Stieber (P1) & Joerg Stieber (P2)
Date/Place: 20 November 2017, Kiripotib, Namibia
Record Type: 300 km Speed to Goal, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus M (D-KLWO)
Speed: 152.4 km/h
Previous record: Thomas & Joerg Stieber, 144.4 km/h, 2015

Pilot: Thomas Stieber (P1) & Joerg Stieber (P2)
Date/Place: 29 November 2017, Kiripotib, Namibia
Record Type: Distance to Goal, Citizen, Multiplace
FAI Category: 3.1.5a
Sailplane Type: Arcus M (D-KLWO)
Distance: 405.4 km
Previous record: Chester Zwarych & H McColeman, 310 km, 1984

Pilot: Thomas Stieber (P1) & Joerg Stieber (P2)
Date/Place: 29 November 2017, Kiripotib, Namibia
Record Type: 200 km Speed to Goal, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus M (D-KLWO)
Speed: 168.3 km/h
Previous record: Michael & Thomas Stieber, 154.3 km/h, 2015

Pilot: Thomas Stieber (P1) & Joerg Stieber (P2)
Date/Place: 29 November 2017, Kiripotib, Namibia
Record Type: 300 km Speed to Goal, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus M (D-KLWO)
Speed: 168.3 km/h
Previous record: Thomas & Joerg Stieber: 152.4 km/h, 2017

Pilot: Thomas Stieber (P1) & Joerg Stieber (P2)
Date/Place: 29 November 2017, Kiripotib, Namibia
Record Type: 400 km Speed to Goal, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus M (D-KLWO)
Speed: 168.2 km/h
Previous record: None

Pilot: Joerg Stieber (P1) & Michael Stieber (P2)
Date/Place: 6 December 2017, Kiripotib, Namibia
Record Type: 750 km O&R, Citizen, Multiplace
FAI Category: SAC

Sailplane Type: Arcus M (D-KLWO)
Speed: 144.1 km/h
Previous record: None

Pilot: Joerg Stieber (P1) & Thomas Stieber (P2)
Date/Place: 2 December 2017, Kiripotib, Namibia
Record Type: 500 km Speed Triangle, Citizen, Multiplace
FAI Category: 3.1.6b
Sailplane Type: Arcus M (D-KLWO)
Speed: 113.3 km/h
Previous record: Dave Springford & Sacha Pejic, 91.6 km/h, 2017

Pilot: Joerg Stieber (P1) & Michael Stieber (P2)
Date/Place: 6 December 2017, Kiripotib, Namibia
Record Type: 500 km O&R Speed, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus M (D-KLWO)
Speed: 144.1 km/h
Previous record: Charles Yeates & Chris Yeates, 79.2 km/h, 2007

Pilot: Joerg Stieber (P1) & Michael Stieber (P2)
Date/Place: 6 December 2017, Kiripotib, Namibia
Record Type: 300 km O&R, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus M (D-KLWO)
Speed: 144.1 km/h
Previous record: Ernst Schneider & D Smith, 112.7 km/h, 2008 (T)

Pilot: Joerg Stieber (P1) & Michael Stieber (P2)
Date/Place: 6 December 2017, Kiripotib, Namibia
Record Type: O&R Distance, Citizen, Multiplace
FAI Category: 3.1.5c
Sailplane Type: Arcus M (D-KLWO)
Distance: 763.9 km
Previous record: Charles & Chris Yeates, 506.9 km, 2007

Pilot: Thomas Stieber (P1) & Joerg Stieber (P2)
Date/Place: 6 December 2017, Kiripotib, Namibia
Record Type: Free O&R Distance, Citizen, Multiplace
FAI Category: 3.1.5d
Sailplane Type: Arcus M (D-KLWO)
Distance: 763.9 km
Previous record: T. Florence & C. Hildebrandt, 572.9 km, 2013 (T)

SPORTING – Joerg Stieber & Chris Gough

International Gliding Commission and Sporting Code

The work on the Sporting Code update is now mostly complete. However, there is still controversy over the Silver Distance task. When this topic was discussed during the Sporting Code update, the consensus of the delegates was that in order to make the Silver Distance a true cross-country experience, the pilot should reach a point at least 50 km distant from the “home” airfield or airfield s/he launched from. It seemed like a simple requirement at the time but there are a few gliding operations in the world where such a flight would not be safe for a beginner. For the time being, the distance requirement was set back to “50 km from the point of release” which allows a pilot to earn the Silver Distance in a local flight. There were suggestions

that individual clubs set their own standards to make the Silver Distance a true cross-country flight.

Our bid to host the 3rd FAI Pan-American Gliding Championships in 2019 was successful.

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 be attending the upcoming ICG Plenary Meeting in Freudenstadt, Germany on March 2 & 3 to present a progress report on the PAGC 2019 (details see below). A detailed agenda for the upcoming meeting is posted at the documents section of the FAI-IGC website.

Planning Update for the 3rd FAI Pan-American Gliding Championships 2019

Location SOSA Gliding Club Airport Identifier: CPT3
Championship Director Ken Sorensen
Contest Manager Virginia Thompson
Dates July 29–31 Official Practice
August 1 Opening Ceremony
August 2–13 Competition
August 14 Awards & Closing Ceremony

3 pilots per NAC per class guaranteed* plus reserve pilots
Classes: 18m**

15m / Std** handicapped (LS-6, ASW-20, LS-8,
ASW-27, Discus2)*
Club Class (SZD-55, LS-4, Jantar, Discus)

Rationale It will be difficult to secure rental gliders for our friends from Latin America. The class structure is designed to accommodate a broad range of glider types in order to optimize rental options. A final decision on class structure will be made once we have better estimate of the expected number of competitors.

A huge amount of work still needs to be done to get this off the ground.

Rules: SC3 Annex A, Local Procedures

Cost: Entry fee – \$600 USD per competitor
Tow – \$50 USD per 2000 ft tow

* *may need IGC waiver*

** *possible wingloading restriction*

Canadians in US Competitions

Std Class, 15m, Open Class Nationals – Cordele

The competition only had three scoring days due to weather. Several Canadian pilots participated in the Std and 15m Class.

Std Class

9 Krzysztof Wiercioch MF SZD-48-2 2243 pts 88.9%

15m Class

4 Sergei Morozov MS ASG-29-15 2550 pts 98.5%

11 Dave Springford F1 ASG-29-15 2411 pts 93.1%

14 Luke Szczepaniak 2W ASW-27 2388 pts 92.2%

18m Class Nationals – Uvalde

Jerzy Szemplinski and Dave Springford achieved impressive second and third places out of 35 behind Aussie Bruce Taylor.

2 Jerzy Szemplinski XG ASG-29-18 6608 pts 96.6%
3 Dave Springford F1 ASG-29-18 6607 pts 96.6%

Sports Class Nationals – Reedsville, PA

21 Brian Milner GJ Ventus 2xct-18 2433 pts 79.7%

Region 5 North – Perry

Jerzy won the 18m Class every day in this highly competitive contest.

Sports Class

7 Wilfried Krueger K2 DG-800B-18 3466 pts 87.7%
11 Ed Hollestelle A1 Ventus 2cm-18 3406 pts 86.2%

18m Class

1 Jerzy Szemplinski XG ASG-29-18 4000 pts 100%

Region 8 Super Regionals – Ephrata – This contest had only two scoring days.

15m Class

2 Chris Gough 99 Ventus CB-15 1826 pts 91.3%

Sports Class

4 Branko Stojkovic XYU AC-5M 1396 pts 72.8%

2nd FAI Pan-American Championships 2017, Argentina

The competition was held at Gonzales Chaves 4-15 Dec, 2017 in two single type classes: ASW-20 (15m) and Jantar (Std Class). We fielded three pilots in 15m Class and two pilots in Standard Class. Unfortunately, Jerzy Szemplinski, our strongest pilot and winner of the 1st PAGC, had to leave before the contest due to an emergency. Krzysztof Wiercioch in Standard Class did quite well throughout the contest, but unfortunately landed out on the second last day which caused him to drop from second to tenth place. Many thanks to Jarek Twardowski for his work as Team Captain.

The final scores were:

15m Class (15 pilots):

1 Martin Bossart WR ARG 4298 pts 100%
2 Damian Goldenzweig CR ARG 4255 pts 99.0%
3 Christian Marcaida CQ URU 3988 pts 92.8%
11 Dave Cole LG CAN 2768 pts 64.4%
15 Stanislaw Maj RJ CAN 2173 pts 50.6%

Std Class (14 pilots):

1 Claudio Schmidt BG BRA 3988 pts 100%
2 Frederico Buscema ND ARG 3855 pts 96.7%
3 Gonzalo Riera V8 ARG 3683 pts 92.4%
10 Krzysztof Wiercioch 43 CAN 3188 pts 79.9%
14 Marian Nowak PD CAN 1331 pts 33.4%

Detailed daily and total scores are available at:

www.soaringspot.com/en_gb/2-fai-panamerican-championship-gonzalez-chaves-2017/results

Seeding List Chris Gough

With no Nationals in 2017, this year's seeding list used the 2016 Nationals as a Term 1 score. This did not make a big diff-

erence to Group A but did push down a number of scores from Group B. The primary reason for most pilots' scores going down was their lack of a Term 2 score. The 2nd Pan-American Championships in Argentina were not included in this year's list because it is past the 15 September cut-off date. They will be included in the 2018 list. The top five pilots in Group A were:

Rank	name	score
1	Jerzy Szemplinski	102.206
2	Dave Springford	101.794
3	Sergei Morozov	99.337
4	Joerg Stieber	93.288
5	Luke Szczepaniak	91.395

The top five pilots in Group B were:

1	Krzysztof Wiercioch	97.339
2	Emmanuel Cadieux	93.405
3	Bill Cole	82.413
4	Tom Butts	56.558
5	Marian Novak	55.036

Contest Letter Registry Chris Gough

Currently, there are 221 entries in the contest letters database. I have recently added the ability to sort the letters by registration, type, owner, and club. You can see this by navigating to the bottom of the Contest Letters page on the SAC website and selecting the respective tab at the bottom of the spreadsheet.

There were 20 requests for changes to the database this year which is pretty much average. Mostly I get additions requests. Deletion requests I hear through the grapevine or a couple helpful SAC members. I would appreciate someone at each club having a look through their location's contest letter use and let me know of any changes.

Competition Hosting Grants

The following grants were awarded in 2017:

Ontario Provincials, SOSA \$1000 (Western Ontario Zone)
 Mayfly, Gatineau Gliding Club \$1000 (Eastern Ontario Zone)
 Alberta Provincials, Netook, AB CAGC \$1000 (Alberta Zone)

The Western Ontario Zone contest was held over the Labor Day weekend. Unfortunately, the only day the grid got off the ground was the practice day. The remnants of Hurricane Harvey held a persistent overcast in place for the three contest days which made it impossible to get away from the field. The weather further north looked fine.

OLC Canada The 2017 OLC season ended on 25 September. Participation has been stable slightly above 300 pilots for the last three years. This means about one third of SAC members have been posting regularly to the OLC.

Weather conditions in central Canada (Ontario/Quebec) were very poor in 2017, and total flights and total distance scored reflect this. Both show a significant drop compared to 2016 which was an outstanding season in central Canada. It is encouraging however, that despite the weak 2017 season, the numbers are still in line with the averages of previous years.

Flights scored in Canada 2014 2015 2016 2017 in last 4 years

Number of participants	292	320	329	315
Total flights in Canada	2680	2769	3465	2791
Total km in Canada	436,200	439,674	615,218	443,064
Highest km by a pilot	17,748	20,431	22,781	23,094
(Trevor Florence – 131 flts)				
Highest km by a club	89,054	84,446	115,867	87,224
(Rockies)				

Best flights of a member of a Canadian club

OLC – Canada:

Trevor Florence; Duo Discus; Invermere, BC (Canadian Rockies); July 16, 2017; 917 km; 975 OLC pts
 Trevor's flight was also the best flight of a Canadian pilot in the OLC North America and Worldwide.

OLC Canada Champions (6 best flights)

1	Trevor Florence , Canadian Rockies Soaring	4693 pts
2	Hans Baeggli , Canadian Rockies Soaring	4191 pts
3	Ejub Duric , Vancouver Soaring Association	3945 pts

The same pilots were the highest scoring Canadian pilots in the OLC North America.

OLC Canada Junior Champions (6 best flights)

1	Alex Ackerman , Canadian Rockies Soaring	1920 pts
2	Dawson Hogg , Canadian Rockies Soaring	1377 pts
3	Charlie Pastuszka , Canadian Rockies Soaring	700 pts

35th FAI World Gliding Championships 2018 in Poland and the Czech Republic

Poland will host the Club, Standard and 15m Classes in Ostrów Wielkopolski, 7-22 July. The Czech Republic will host the 18m, 20m two-seat, and Open Classes in Pribram, 28 July–12 August.

The separation of 15m and 18m Classes in two different locations will be a challenge in terms of logistics, cost and team cooperation for the Canadian Team, particularly for our sole 18m pilot.

Canadian Team for Poland

15m Class	Luke Szczepaniak, Sergei Morozov (reserve)
Club Class	Krzysztof Wiercioch
Std Class	Emmanuel Cadieux (tentative)
Team Captain	Jarek Twardowski

Canadian Team for Czech Republic

18m Class	Jerzy Szemplinski
Team Captain	Marian Rakusan

Announcements for updates, Team Blogs and Team Facebook page will be on the Forum (Roundtable)

Sporting Committee Reorganization

I am pleased to welcome two new members to the Sporting Committee: *Emmanuel Cadieux* – who competed twice at Junior Worlds, and a regular at Canadian Championships, home base MSC. *Branko Stojkovic* – a veteran of Continental Championships and several Worlds from 1988 to 2014, most recently the Team Captain for Serbia in Benalla 2017. He lives and flies in BC.

The objectives of expanding the Sporting Committee are: acquisition of additional expertise in competitive aspects of the Sport, better geographical representation across Canada, better representation across age groups, and a bilingual capability. We will assign areas of primary responsibility to each of our members. So far, Chris is taking care of compiling the Seeding List and the contest letter registry, and Emmanuel will look after communication with SAC members via the Forum.

I want to thank my fellow SC members for volunteering their time for their support.

SAFETY – David Donaldson

We have just completed the third year of SAC's Safety Improvement Grant program with many clubs making the effort to complete the requirements and take advantage of the funds to upgrade safety equipment. Most clubs chose to install FLARMs, with one club opting for transponders as they already have FLARMs and operate in some of the busiest airspace in the country. Reporting is down a little this year from previous years with 21 of the 25 clubs reporting.

This year we started a national conversation with Safety Officers (SO). Leveraging web-based technology, Safety Officers across the country are able to connect for an open and frank conversation to share ideas and experiences on safety issues. We have hosted four sessions so far with great participation and plans to continue and grow this program in the coming years. An example of the benefit of this, an SO was considering making their annual spring safety briefing mandatory and was concerned he would get push back. Two other SOs who have made them mandatory shared their experiences and helped that SO make his decision. The sessions are recorded for those who cannot attend live, the material is available to review at their convenience. We have even had a couple of guest speakers present specific topics of interest. I invite all SOs to participate and if anyone has contacts who would make a good guest speaker, please contact me at <david.donaldson@greatlakesgliding.com> or 647-407-2621.

For 2017 we had nine accidents, one being fatal, and 144 incidents reported. This is across the 21 clubs that reported with a total of 980 members and 16,914 flights. Initially I noticed a marked decrease in the overall number of flights, but on closer examination that was localized to Ontario; the western provinces reported normal levels of activity. While our average annual accident rate has been slowly reducing over the past twenty years, the fatalities per year have been relatively constant, averaging just over one per year.

Our fatal accident this past year is atypical in that the glider launched and towed to 3000 feet with no apparent issues. The glider impacted the ground a very short time later, with the descent taking about the same amount of time as the ascent. It appears that he entered a spin shortly after release, briefly exited the spin only to re-enter the spin until finally regaining control very close to the ground with high airspeed. After an

aggressive pull up and out of options, the plane headed towards a soccer field when it clipped a power line, impacting a residence and coming to rest in the driveway. Emergency response personnel attended to the pilot within less than a minute as it was their house he impacted. He never regained consciousness. In this accident, as in a couple of our incidents this year, the pilot was new on type. In this case it was his second flight on type with the previous flight being one year earlier. The Transportation Safety Board found no evidence of pre-crash malfunction and was able to establish control systems continuity. As with most accidents of this type, we are left with more questions than answers.

Looking at the accidents and incidents this year, I noticed a number of spoilers (6) and canopies (5) coming open on take-off as well as gear up landings/gear collapses (8). While two of the gear incidents were maintenance related, we continue to miss the small details that result in incidents. On a good note, we continue to see minor incidents not develop into accidents as a result of good airmanship, with none of the canopy incidents developing into more serious incidents or accident.

The question still remains, how can we reduce the overall number of incidents? How can we help our pilot community reduce their incidents and hence, reduce the number of accidents. While we have built a good culture of reporting, we need to shift our focus to building a good culture of safety, a proactive generative culture that supports open and honest conversation so that we can all reflect and learn from mistakes, not repeat them. Learn from other people's experience so when we are faced with the same scenario we have what we need, the skill, the knowledge, the attitude, and not just luck to get us out of the situation.

Looking at this year's incidents the largest single category is airmanship at 63% with maintenance at 20%. The other five categories are all under 10% (see chart opposite). I see this as encouraging as it is something that we can work on, something that we can talk about, raise awareness, train and practise. Compared to last year's report, there is a reduction in the other categories. While we still have airmanship and maintenance leading the pack, there was a dramatic reduction in handling, runway incursions, airspace incursions, and near misses. There is hope! With a little dedication and some hard work I think we can improve our overall performance.

Below is a short list of lessons learned that we can glean from this year's experiences:

- Constant vigilance is key. If you see things starting to come off the rails, say something.
- Safety is everyone's job. Several wing runners alerted pilots to issues before take-off.
- Our fleet is aging. Gentle, mindful handling will not only extend the useful life, but could save your life.
- Unreported hangar rash was up this year. If you are putting away the toys and there is an issue, report it. The next pilot will thank you.
- There is a growing move to open and honest conversation. Let's join in that conversation.

We seem to have a little bit of a contradiction here, on one hand there was some unreported hangar rash, and on the other we have a growing trend of open conversation. I am seeing this open conversation in my regular safety officer meetings, as well as in social media. Let's continue the trend of candid conversation. If that is not happening in your club, start it. Fly Safe!

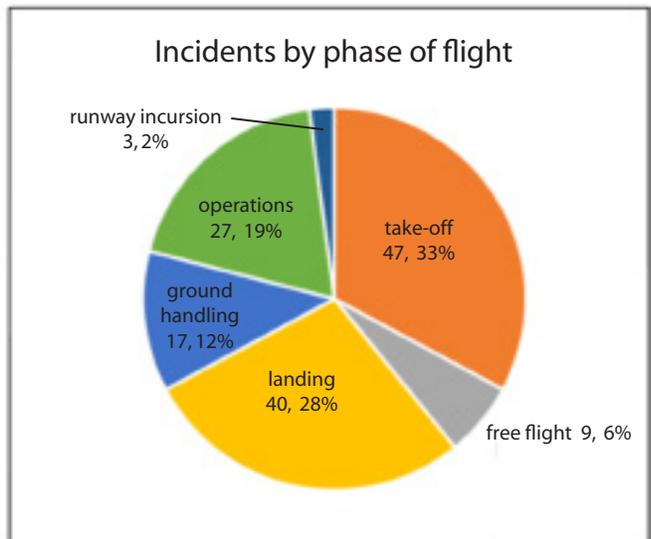
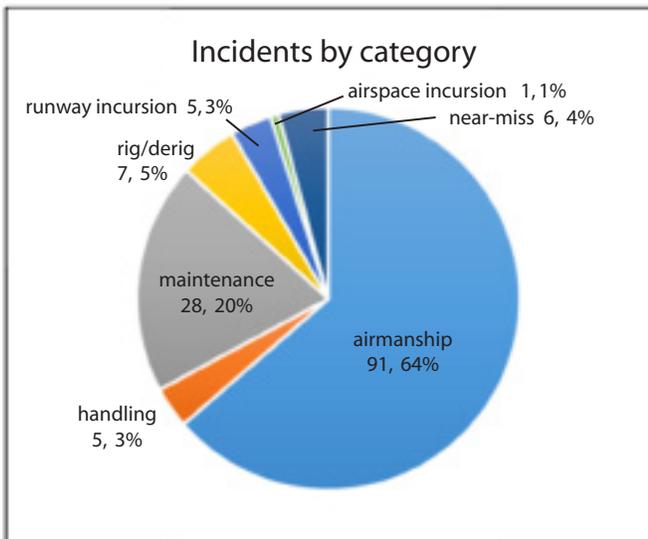
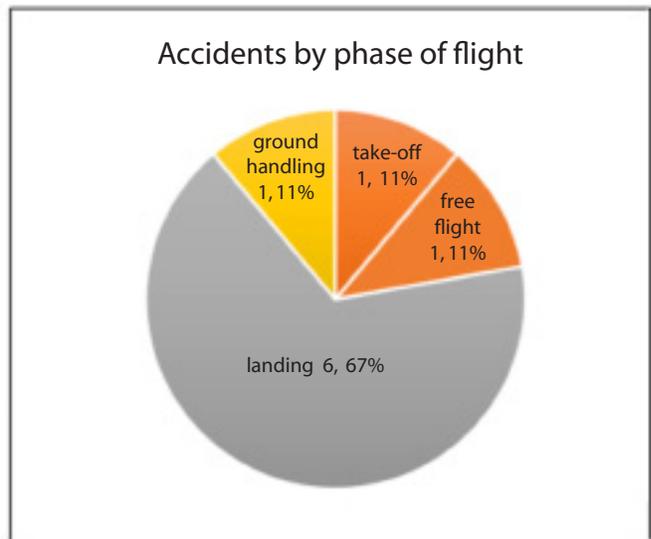
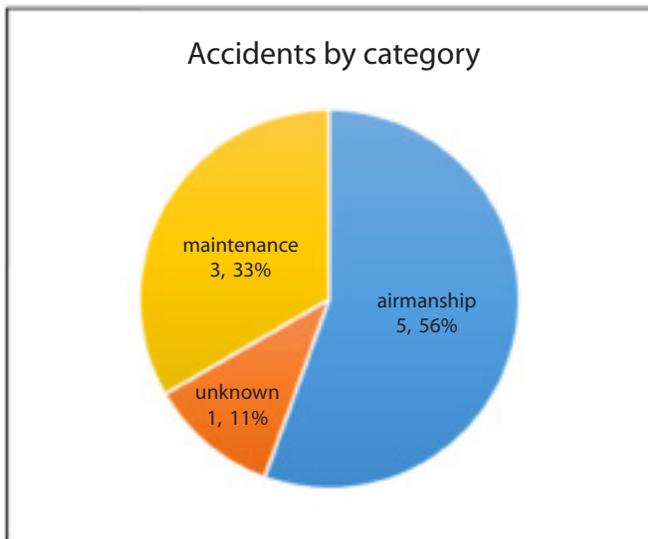
Accidents

- 1 HP-14 tows to 3000, releases, enters into a spin. Spin recovery at low altitude. Glider hits a power line and comes to rest on a driveway in a residential neighbourhood. The pilot did not survive.
- 2 Glider lands downwind to facilitate ground handling (return to flight line). Glider lands long and encounters a wire fence, breaking the rear canopy.
- 3 Glider landed short of runway and came to rest in drainage ditch. Glider was determined to be a write-off, the pilot was not injured.
- 4 The farmer's mower blade was damaged by objects left on the field. Farmer seriously injured attempting a repair.

- 5 Glider with electrically driven gear fails to show a gear down indication. Gear collapses after landing, damaging gear doors and aircraft belly.
- 6 Glider undercarriage collapses after touch-down. Component of gear assembly fractured allowing gear to retract.
- 7 Solo student decides to land-out after encountering severe sink. On landing, glider wing struck a tree.
- 8 Glider canopy came open on tow about 1000 feet agl resulting in a damaged canopy. The flight was completed without further incident.
- 9 Glider has gear collapse on landing, resulting in damage to belly of aircraft.

Incidents

- 1 Unannounced power reduction by towplane during take-off resulted in excessively long takeoff run and shallow climb increasing low altitude rope failure danger zone.
- 2 Near miss by club glider with tow line and glider on tow.
- 3 Loss of visual contact with the towplane during low level towing.



- 4 Loss of a rear wheel when taxiing after landing with minor damage.
- 5 Glider part found in grass near glider trailers after disassembly and the departure of members.
- 6 Risk of collision between aircraft taking off and wildlife (a marmot).
- 7 Long field landing accompanied by controlled skidding.
- 8 (Very) minor injury to a limb on the ground as a result of handling the canopy of a glider.
- 9 Jantar main wheel collapsed when taxiing after landing in a field with rough surface.
- 10 Risk of entanglement of the tow rope in the propeller of the towing aircraft during ground maneuvers.
- 11 360° turn in the final to correct for excessive altitude.
- 12 Glider release handle fails, glider is unable to release and signals towplane. Towplane does not release until after three signal attempts causing the tow rope to be wrapped around the port wing. The glider landed without further incident.
- 13 Towplane snag found during DI. Debate around the validity of the snag, AME called and signed off as OK.
- 14 Glider rigged, main wings locking pin not installed. Omission was caught and corrected before flight.
- 15 Glider rigged, main wings locking pin was incorrectly installed with the safety pin not locking it in place. The error was caught and corrected before flight.
- 16 Pilot aloft experienced severe turbulence causing temporary disorientation. He began to land downwind. A radio call from the CFI corrected the circuit mistake and the glider landed without further incident.
- 17 During de-rigging, after removing the left wing, the right wing fell off its wing stand causing the fuselage to rotate in the cradle, which cracked the turtle deck.
- 18 Oxygen not turned on in the rear cockpit for flight into wave. At 13,000 feet the rear pilot reported feeling sick. The decision was made to abort the flight and they landed without further incident.
- 19 Spoilers opened during take-off acceleration. Pilot eventually recognized the problem and closed them. Lack of currency on type was a contributing factor.
- 20 During tow in windy and gusty conditions the glider got into a high tow position. The pilot released at about 800 feet. The pilot was unable to return to the field, opted to land out without further incident
- 21 During a spot landing competition the left wing tip contacted the ground first. The airspeed deteriorated and left wing stalled causing the wing tip to contact the ground.
- 22 Glider stalled just before touch down while trying to stretch glide after low circuit.
- 23 Pilot selected gear down on the downwind. On touch-down the gear collapsed. Lack of currency was a contributing factor.
- 24 After touchdown, aircraft started to weathercock (cross-wind landing). The pilot was unable to control the aircraft, and the right wing tip contacted a runway pylon before stopping.
- 25 Gear collapse on landing.
- 26 Spoilers opened on take-off. Towplane made radio calls and signalled with rudder waggle. Pilot opted to release at 1000 feet, closed spoilers and completed the flight without further incident.
- 27 Spoilers opened about 100 feet above ground. Towplane noticed deceleration, made radio call and waggled rudder. Spoilers were closed 15 seconds later and the flight completed without further incident.
- 28 On take-off, at about 1300 agl, pilot notices spoilers open and closes them. Flight is completed without further incident. Contributing factor, pilot arrived after 3 hour drive and rushed to rig and launch.
- 29 Small bag containing a USB key and cable found in front of the control stick opening during a critical assembly check, restricting stick movement. The third time in as many years this has occurred.
- 30 Rear seat PowerFLARM display ripped off mount. Damage not reported, found during DI.
- 31 Large pieces of gel coat being scraped off the tail boom where the tail dolly is attached. Damage not reported, found during DI.
- 32 Canopy hold strap ripped out of mount on frame of canopy. Damage not reported, found during DI.
- 33 Underside of wing scraped and canopy cover torn while stored in hangar. Damage not reported, found during DI.
- 34 Ground loop during spring check flight. No damage.
- 35 Two gliders established in a right turn thermal are joined by a third glider circling left. FLARM alert triggers third glider to correct mistake. Once established in right hand thermal, third glider tightens turn and causes FLARM alert causing other two gliders to take evasive action.
- 36 Glider flared too high resulting in a heavy landing.
- 37 Glider veered to right on initial take-off roll. The take-off aborted, the glider rotated 180° before coming to rest.
- 38 Rope broke about 50 feet from the towplane end when full power was applied for take-off.
- 39 Two gliders were involved in a near miss, 30 to 50 feet vertical separation and about 100 feet lateral separation. Smoke and haze was a contributing factor.
- 40 Take-off was initiated with the carb heat on. At about 1000 feet, carb heat was turned off.
- 41 Wing runner noticed spoilers were not locked, alerted the pilot. Spoilers were locked and the flight proceeded.
- 42 Glider arrived at flight line with tail weight (used for hangar storage only) still on the tail.
- 43 Spoilers open on take-off. Pilot notified via radio, spoilers closed.
- 44 Gear was left down for flight. Gear retracted during pre-landing checks. Multiple distractions during hook-up and pre-launch contributing factors.
- 45 Twice winch retrieve vehicle returning from glider with winch line still attached.
- 46 Twice splice failures where blue winch line joins red line.
- 47 Winch pivoting around wheels during launch necessitating power reduction.
- 48 Visiting vehicles wandering onto runways.
- 49 Visitors congregated by runway threshold under the approach path.
- 50 Pilot boarded glider before removing dolly.
- 51 Glider gear collapse, mechanical failure as gear handle in cockpit remained in down position.
- 52 Glider called in overhead the airport. Did not hear replies

- from Cowley, but was hearing Cu Nim. Both Cowley and Cu Nim were on 123.4 (locales are 120 km apart).
- 53 Link swallowed by winch, damaging roller.
 - 54 Successive winch line failures due to friction of an overheating jammed guide roller.
 - 55 Fly-in visiting aircraft departed, winch retrieve had halted as departing aircraft was using the wrong departing procedure.
 - 56 Winch anchoring foot left down while being towed resulting in trench in gravel.
 - 57 Glider trailer blew over, glider in hangar.
 - 58 A number of hangar rash incidents.
 - 59 Hunters using an app related to hunting shot a deer on field while winch was positioning nearby.
 - 60 Winch crank fell off while winch was being positioned.
 - 61 Landing gear was not lowered during pre-landing checks. Gear was lowered late in the approach. Glider ground looped on landing. Delayed lowering of the gear was a contributing factor to the ground loop.
 - 62 Glider overflew towplane and glider starting take-off run. Landing glider made radio position calls but was on wrong frequency.
 - 63 Pilot walked across the runway, assuming all gliders had landed while glider was on short final.
 - 64 Ground vehicle impacts nose of glider causing dent.
 - 65 Ultralight towing a hang glider launches with glider on short final. Glider landed just behind launching hang glider. Larger concern of dual operation with hang gliders that do not have radios or same established procedures.
 - 66 Glider gets out of position on tow, low and outside on a turn. Towpilot released the glider.
 - 67 Glider lands heavily due to high flare, decreased speed and increased spoiler. Landing directly into late day low sun contributing factor.
 - 68 Glider groundlooped on landing when right wing contacted bushes.
 - 69 Glider landed on the wrong runway, passing within ten feet of parked towplane. Late day bright sun a factor.
 - 70 Battery disconnected to conserve power. Glider launched without battery connected.
 - 71 Pilot aborts take-off after encountering severe turbulence, landing straight ahead without further incident. Operations are ceased for the remainder of the day.
 - 72 Pilot aborted take-off due to airplane not responding normally. Piece of foam was wedged on top of the rudder to prevent the rudder from flapping during ground handling and left in place for launch.
 - 73 Towplane with glider on tow approaches from behind a glider flying west on east-west ridge. Glider executes 180°

- turn, sees glider release and towplane turn away from the ridge, heading straight towards glider. Glider calls towplane who reports glider not in sight due to late afternoon sun. Towplane passes 200 feet over glider.
- 74 Student took off and was immediately out of position on tow at 450 feet, instructor released, took control, and landed downwind after making a radio call.
- 75 Towplane on tow passed 100 feet away from glider in circuit. Glider selected right circuit due to prevailing winds (with radio call).
- 76 Wingman notices two golf carts and gliders crossing the take-off path. Take-off was delayed and resumed when path was cleared.
- 77 Loose ballast in the glider discovered during pre-launch prep (missed by DI).
- 78 Glider in circuit did wide 180 turn starting about 50-60 feet above ground, wingtip wheel struck ground before glider straightened out and landed. No damage to glider. Student pilot reported feeling overwhelmed.
- 79 Glider turned final at less than 50 feet above ground, glider landed without further incident.
- 80 Rudder cable stuck under a piece of plastic inside the cockpit. The plastic guard, used to keep cable in place, cracked and came loose, causing the cable to go under it.
- 81 Damage to underside of right wingtip discovered during DI. Cause not determined.
- 82 Altimeter was misread, glider released early (at 1000 feet instead of 2000 feet). Realizing mistake, pilot landed downwind without further incident.
- 83 On take-off at about 300 feet rear canopy opened. The canopy was successfully closed and the flight continued without further incident.
- 84 De-rigging with one-man rigger. Wind blew wing and the rigger over when rotating from horizontal to vertical. Minor damage to spoiler mechanism.
- 85 Towpilot waved off glider resulting in a land-out during a guest flight.
- 86 Two gliders circling clockwise in thermal at 4500 feet, 180° separation. Third glider passes through the thermal necessitating evasive action (diving straight ahead) by thermaling glider. Sun glare possible contributing factor.
- 87 No height loss during downwind. Aircraft allowed to drift with wind to wide circuit. Opened spoiler fully turning base to lose height. Resulted in too low for final. Landed beside crop. On rollout, wing tip encounters crop leading to a ground loop and the wing tip wheel being torn off.
- 88 Loose ballast weight in cockpit. Weight was "shaken loose" by vibrations of landing and was noticed by pilot upon exiting the aircraft.



- 89 Thermalling glider drifts downwind of field. Pilot loses sight of the airfield and elects to outland. The landing was conducted without further incident.
- 90 Instructor and non-solo student land out after the instructor allowed the glider to get too low to safely return to the field.
- 91 Solo student breaks procedure and attempts to take-off from south edge of runway.
- 92 Landing "T" placed on wrong side of runway resulting in pilot flying a right-hand circuit instead of established left-hand circuit.
- 93 Operation shutdown and pilot briefing held after multiple minor issues. CFI recommends annual mid-season briefing as this seems to be a recurring theme for mid-September.
- 94 Tow rope breaks while ground towing towplane uphill to the hangar. Towplane rolls downhill, fortunately there was a wing walker who was able to steer the plane until it stopped rolling.
- 95 Towplane battery not connected correctly, causing battery to go flat and corrosion to form on terminal.
- 96 Glider was left unattended in cradle, out of trailer with castering tail wheel. Towplane prop wash causes unattended glider to weathercock, pilot at nearby trailer intervened in time.
- 97 Rear seat pan drops and jams flight controls. Rear pilot is able to raise himself by holding himself up with his arms while front pilot lands without further incident. Missing safety stop replaced preventing re-occurrence.
- 98 Tow rope broke during spring check flight when boxing the wake. The flight was completed without further incident.
- 99 Low time licensed pilot circles away from the field in the circuit in windy conditions resulting in a marginal approach.
- 100 Towpilot, with glider on tow, spots conflicting traffic and alters course to avoid conflict.
- 101 Glider pilot, on tow, spots conflicting traffic, radios towpilot. Towpilot alters course to avoid conflict.
- 102 Pilot notices rudder deflection is not symmetrical during DI, glider is grounded until adjustments are made to bring rudder operation back into specification.
- 103 Pilot with guest crosses runway with glider on short final.
- 104 Batteries no longer lasting the day. Probable cause installation of panel mount radios (replaced hand-helds) and addition of FLARMS. This lead to many flights being conducted NORDO.
- 105 A pilot performing the DI on a glider was being rushed by another member to finish faster. In his report he also stated that he noticed flaws in other pilot's DI techniques.
- 106 Light damage was found on a towplane elevator due to hangar storage mishandling. The corresponding marks were found on one golf cart, but nobody reported the damage.
- 107 During end-of-season maintenance and waxing session, a dent has been found on one of a glider's wing. Nowhere in the DI logbook was this noted.
- 108 During a towplane DI, the towpilot heard noises while cycling the controls, and upon further investigation, tools and other foreign objects were found in the rear of the airplane and rubbing the control cables.
- 109 Towplane towing a glider takes evasive action to avoid collision with a glider. All pilots report not seeing each other until the very last second.
- 110 During a left sideslip demonstration the student's canopy opened. The glider landed without any further incident. Pilots report having both checked the canopies during preflight checks.
- 111 During a box exercise with a student, control of both aircraft was lost for a few seconds. The towpilot reports having no elevator control for a while, and the instructor feared the rope would wrap around the wing so he released. The flight continued without further incident.
- 112 Towpilot towing a glider approached another glider thermalling. Glider pilot on tow felt it was too close for comfort.
- 113 A pilot landed short due to gliders on the runway, entered long hay and ground looped.
- 114 During a check flight the rear canopy opened. The rear pilot closed the canopy and held it in position until the end of the flight.
- 115 During a flight with a low performance trainer, the pilot misjudged the final glide to the field and had to improvise a modified approach.
- 116 A pilot landed with the left wing almost completely over long hay, causing the glider to ground loop on touchdown.
- 117 Two towpilots flew without anyone at the controls for around two minutes. They report misunderstanding when control was to be transferred. The P1 took control back and the flight continued without incident.
- 118 A pilot on approach in an unfamiliar high-performance glider came in too high and performed two complete circles on short final. The pilot landed without incident.
- 119 Tail boom damaged by tail dolly clip during ground handling.
- 120 Towplane lost tail wheel while taxiing after morning check flight. Bolt failed due to fatigue.
- 121 Runway incursion, pedestrian crossed runway while towplane was on short final.
- 122 Runway incursion, vehicle drove down centre line causing launch to be aborted.
- 123 Three knots found on towrope as glider was hooked up. Take-off was stopped by wingman.
- 124 Huge rope slack during air tow, towpilot put throttle to idle to practise descent instead of easing off power.
- 125 Glider taxied during deceleration, crossing crowded area.
- 126 Glider operations took place with no active radio on the ground.
- 127 Glider loss of control during takeoff (just off the ground), glider pilot released and landed with no further incident.
- 128 Dual glider flew with only back seat magnetic compass.
- 129 Two deflated tires on the same glider found during pre-take-off inspection (DI was already done).
- 130 Private plane owned by glider club member did a circuit on the wrong side of the runway while gliders were in the circuit.
- 131 Glider landed straight in on final after being allowed to get low and downwind of runway.

- 132 Glider pilot took off without an annual check.
- 133 Towplane was positioning in front of glider for take-off, air blast moved two gliders.
- 134 Towplane pilot maintained acceleration a few feet above ground too long and did a small pull-up while towing a glider.
- 135 Glider pilot took off with a rigid water bottle (against club recommendations).
- 136 Early release during take-off roll, caused by small default on the release controls.
- 137 During winch launch, cable caught on a stick on the side of the runway, causing the cable to pull the glider on an angle to the side of the runway. Launch was aborted without further incident.
- 138 Tow rope dragged across road, impacting fence, on landing.
- 139 Glider flown without DI book present and signed off. This was after first flights of a newly-imported club glider.
- 140 Towpilot initiated overly aggressive banked turn while towing a high performance dual glider flown by pilot on his first flight on type (check flight), causing glider to use full controls deflection. Flight was completed without further incident.
- 141 Griding of gliders allowed to spread sideways, encroaching the landing path of active runway.
- 142 Two gliders observed within two miles of a Mandatory Frequency field did not make the required radio calls and did not respond when called.
- 143 Near miss reported by 737 pilot. Glider observed at 6500 feet as 737 approached Hamilton airport. 737 altered course and landed without further incident. Glider was observed "flying in and out the wisps at cloud base".

TROPHIES & AWARDS – Phil Stade

BAIC Trophy – Best flight of the year – **pure glider**
 16 July 975.7 OLC pts, 917.0 km

Canadair Trophy – best 6 flights of the year – **pure glider**
Trevor Florence – Canadian Rockies Soaring Club
 4692.6 OLC points 4775.2 km total
 795.7 km average 97.9 km/h average Duo Discus

	<i>OLC Pts / Dist.</i>
1. 16 July	975.7 / 917.0 km
2. 23 June	908.9 / 973.4 km
3. 2 July	866.5 / 864.6 km
4. 26 May	710.4 / 768.4 km
5. 27 May	661.4 / 709.1 km
6. 28 May	569.6 / 542.7 km

Trevor has been recording some of the top flights in Canada for many years. Over the past six years he has posted two first place trophy flights, two seconds, a third and a fourth place with an average of 857.1 points and 859.3 km.

Another remarkable year for Trevor! His numbers come out of a consistent push for more as can be seen in the increase

in flights and results over the years. His 16,886 points and 233 hours in 2012 have steadily risen to 24,155 points and 313 hours in 2017. Congratulations Trevor!

"200" Trophy – best 6 flts, pilot >200 hr P1 at start of season
Gilbert Cormier– Canadian Rockies SC
 2270.9 OLC points 2275.9 km
 379.3 km average 80.0 km/h average

Although Gilbert soloed in gliders just in 2012 and bought his Discus in 2013 he isn't a stranger to aircraft. He has accumulated almost 25,000 hours in a variety of powered planes so it's good to see that he is now enjoying the 'purer' form of flying. This will be Gilbert's last season to qualify for this trophy as he posted over 56 hours on OLC in 2017 bringing his glider log book total over the 200 limit. We're looking forward to seeing his flights stretching out along the Columbia Valley and elsewhere in the future. Congratulations Gilbert!

	<i>OLC Pts / Dist.</i>
1. 30 May	403.5 / 406.4 km
2. 3 June	396.4 / 377.4 km
3. 17 June	392.1 / 406.2 km
4. 17 May	373.8 / 348.0 km
5. 19 May	359.9 / 378.0 km
6. 8 Aug	345.2 / 359.9 km

Stachow Trophy – max height in excess of a 5000 metre gain
Patrick Pelletier – Winnipeg Gliding Club
 Maximum altitude 30,471 ft / 9,287 m
 Altitude gain 7,274 m



Patrick climbed to new heights on 6 October 2017 at the Cowley Fall Camp. It's not often that a pilot climbs to nearly 30,000 feet, descends to 8,100 feet and then climbs again to 30,471 feet for a total climb of 45,671 feet in two climbs, as well

as post 359 points and 312 km on OLC in the same five hour flight! Amazing! Patrick has demonstrated more than an ability to reach these altitudes. He has also shown us all how to carefully prepare and execute flights to achieve his goals. Congratulations, Patrick.

Walter Piercy Trophy No candidate forwarded for 2017.

Hank Janzen Safety Award

Dale Brochu *Edmonton Soaring Club*

Dale has been the ESC Safety Officer for the past two years. He has made a significant impact on improving club safety policies, procedures, and practices which has contributed significantly to the growth of a safety culture at the club. His incident investigations have led to more open discussions and improvements to safety in club operations. He has found innovative ways to maintain an active, quality safety dialog amongst members and has effectively led the club annual safety seminars.

Dale is also an active member of the Alberta Soaring Council Safety Committee and Safety Officer for the 2017 Provincial Soaring Competition. He has engaged in recommendations for improving safety for provincial competitions and for operations at the Cowley National Soaring site. Dale's consistent and persistent commitment to safety and leading by personal example, has made him an excellent safety advocate.

Roden Trophy – Club soaring skills development

Saskatoon Soaring Club

Saskatoon has done it again by generating a Roden score of 228. That's over 200% more than their 2016 winning score. Their fourteen members were awarded 11 A, B, or C badges, 1 Bronze badge, 2 Silver Badge legs, and 4 Gold or Diamond Badges. In addition, half of them qualified for the *Canada 150* award pin. Congratulations on trying hard and achieving great results.

WEBSITE – Patrick McMahon

Mid-way through the 2017 season, SAC's first web editor, Selena Phillips-Boyle, transitioned the responsibilities of the role to me. SAC owes tremendous thanks to Selena for the foresight in establishing our association's presence on the social web as well as keeping our website content up to date.

This work was foundational to any efforts we will make at sharing our sport in Canada into the future.

Within the web editor role, there was much activity associated with the transition of responsibilities. Reference documents have continued to be very helpful and have been expanded upon. Picking up the ball in motion was challenging initially, by the end of 2017 most content requests can be promptly addressed. Thanks to support from the balance of the website team.

Twitter activity continued through 2017 with best results when clubs shared content and either mentioned SAC's account specifically (*@canglide*) or preferably, the topic/hashtag for soaring in Canada (*#canglide*). On a best-efforts basis, club tweets are 'quoted' by the SAC account with a caption added in an effort to 'amplify' club's content so that other users have the opportunity to see the content from different sources. This was also the strategy used to begin building a Facebook page for the Association (*@canglide*).

In 2018, the web editor asks clubs to share more of the great content being created as a consequence of our adventures. Through Facebook and/or Twitter (whatever is easiest for you), sharing content coming from all of our clubs will paint a vibrant picture of soaring across Canada – from an incredible pace for student learning in the east, to a new hangar in the west.

It's the hope that building our profiles as a portal to celebrate the activities of clubs and their members we can make more Canadians aware of this sport and they will find a club near them, even if not the club whose content captivated them.

The web editor would appreciate the opportunity to renew connections with influencers through 2018 – to find allies with initiatives and experience which can be shared to more quickly establish best practices to increase the awareness of soaring across Canada. *webeditor@sac.ca*

All SAC members can help by creating and sharing their own content (photos, traces, videos, observations), following the SAC profiles on platforms they use, and engaging with content shared within the soaring community to extend the unpaid reach of the great things we are doing in sailplanes.

Have a safe, fun and social 2018 flying season.