



**SOARING
ASSOCIATION
OF
CANADA**

**2002 AGM MINUTES
&
ANNUAL REPORTS FOR 2001**

*The following information is SAC's report on the activities of
the Association in 2001. Copies, including the full financial report,
are available from SAC upon request.*

SAC ANNUAL GENERAL MEETING

9 March 2002

The 57th annual general meeting of SAC opened at 0940 with a quorum present. President Richard Longhurst began with a welcome and opening remarks. The new Alberta Zone director, Phil Stade, from Cu Nim was introduced.

2001 AGM minutes

Howard asked if there were any changes to last year's minutes.

Motion #1 Moved by Charles Peterson,
Seconded John Firth:
"That the minutes of the 2001 AGM be accepted." Carried

Financial report

The treasurer, Jim McCollum, provided an overview of last year's financial results, as well as the 2002 budget and associated membership fee schedule.

Jim noted that SAC revenues were up somewhat from last year, mainly from a small increase in paid members, and that expenses were down, mainly due to cutbacks in planned meetings. Expenses have been trimmed down as far as possible to go. Our new SAC office is saving money and is an appreciating asset. There was a significant increase in the value of SAC funds and the total assets of SAC increases by over \$100,000 to \$852,356. The complete Treasurer's report is in the SAC annual reports package.

On a question on the *free flight* budget, Jim again noted the disadvantages of reducing mailing and increasing use of the web site for its dissemination. Due to the cost of first class mail, hard copy mailing of the magazine would have to drop to the 300 level before extensive use of electronic distribution would break even.

There was some discussion on the reasons for free SAC membership for cadets while there was a membership fee for other youth.

Motion #2 Moved by Charles Peterson,
Seconded Dave Mercer:
"That the SAC office study youth membership with the possible goal of making SAC membership free to all youth."
Carried

Motion #3 Moved by Board,
Seconded Tony Burton:
"That the 2001 financial statement and the 2002 budget with its associated membership fee schedule be accepted."
Carried

Motion #4 Moved by Board,
Seconded Pierre Pepin:
"That Kent Whittaker, CA. be appointed auditor for SAC for the 2002 financial year."
Carried

Motion #5 Moved by Board,
Seconded Ian Oldaker:
"That all acts, contracts, by-laws, proceedings, appointments and payments enacted, made, done, and taken by the Board of Directors of the Corporation and its officers since the date of the last annual general meeting of the members of the same as set out and referred to in the minutes of the Board of Directors' meetings or in the financial statement submitted to in this meeting be hereby approved, ratified and confirmed."
Carried

OTHER BUSINESS

Tom Coulson asked for, based on the Roundtable discussion of the subject last year, SAC's position on "individual" (that is, not club associated) membership.

The Board expressed two main concerns with individual membership: one that such a category of membership would allow individuals to bypass any contribution to SAC's club structure by way of the club membership fees and support of club services to the sport, and secondly, that such a member would be outside any club safety control on their flying abilities and actions.

There is also an existing problem of allowing a non-club affiliated pilot to fly in Canadian Nationals. This is a subject that is to be examined by the SAC Sporting committee.

Motion #6 Moved by Henning Mortensen at 1035,
Seconded Tom Coulson:
"That the meeting be adjourned." Carried

PRESIDENT & ZONE DIRECTOR REPORTS

PRESIDENT

2001 was, in general, a much improved year for our organization. We began operating out of our new office on Richmond Road, which aside from providing us with a cost-effective permanent presence in Ottawa, also gave us a more comfortable location for our Board and committee meetings. On the flying side, accidents were thankfully reduced, while membership showed a modest increase after a late season rally. Insurance was a topic of much discussion and we dealt with many communications on the Roundtable, in e-mails and regular mail to clubs and individuals, and in *free flight*. In all of these we have made significant efforts to explain this complicated subject to members in the hope of developing a better understanding of the market generally, and how our plan works in particular. We continue to be concerned about private owners insuring outside the SAC plan, both as to the coverage they are carrying, and the implications for our plan in trying to get better rates on a "fleet" that is not as large as it might be.

Board David McAsey announced his intention to retire from the Board at the end of 2001. Philip Stade of Cu Nim has been nominated as his Alberta Zone successor, and we look forward to welcoming him at the AGM. To the other Board members, committee members, and in particular our Executive Director, Jim McCollum, go our thanks for your volunteer efforts without which this organization could not function. I want to mention that SAC calls on general members for assistance from time to time, and we also greatly appreciate their assistance. 2002 is my tenth and last year of service on the SAC Board, and I am currently seeking volunteers willing to be nominated to represent the Ontario Zone.

Insurance and FT&S While most clubs have filed their Safety Audits, unfortunately there are a few which have still not completed this requirement. We continue to urge members to maintain a focus on safety, which was highlighted with the distribution of safety posters, articles in *free flight*, and the follow-up to the audit process, which saw Ian and his committee travelling to many clubs to review procedures with club leaders and identifying areas for safety-related improvements. While one cannot draw a direct correlation between the increase in FT&S interaction with clubs and the improved safety record, I have no doubt that this increased focus, coupled with a growing awareness of insurance costs, contributed to the decrease in accident claims. Two airspace violations were reported during the year, both of which were investigated by FT&S. In our attendance at meetings of TC and other bodies in Ottawa, reports of near misses involving gliders are reported to us. These are matters of serious concern, as they do not reflect well on our membership, training and control processes. Such incursions are completely unnecessary and those that commit such acts do a disservice to the whole soaring community.

Late in the season we became aware of proposed amendments to the Air Regulations. Along with many other organizations and individuals we submitted a written response listing our concerns. We subsequently were informed that the changes had been withdrawn for possible revision.

Membership It has now become customary when we review membership statistics in August to be concerned about any decrease. That a significant volume of memberships come through late in the season is in some part a function of the weather and promotional events. However, some clubs are using the SAC fees as a source of financing for a large part of the year. They are reminded that insurance is only valid on members that have been reported to the SAC office, and that the associated fees should be promptly and diligently paid.

Membership did show a modest increase in 2001, but a significant increase was in Air Cadet members who do not pay any fees. This is a worthwhile program which helps clubs bring in more interested and knowledgeable students each year, and will be extended; however it does not aid us in immediately bringing in revenues. For that we continue to rely on the dues paid by regular members.



2001 a été, généralement parlant, une bonne année pour notre organisation. C'est dans des locaux nouvellement acquis, rue Richmond que nous avons opéré. Cela nous a permis d'avoir un endroit plus adéquat pour les réunions du conseil d'administration et des différents comités, en plus de nous permettre de réduire nos frais. Coté vol à voile, nous avons eu moins d'accidents et plus de membres. Le sujet le plus débattu cette année a été sans conteste, le programme d'assurances qui a généré un volume impressionnant de courriels, d'articles dans Vol Libre et autres communications provenant de clubs et de membres individuels. Nous avons fait de réels efforts pour expliquer ce sujet très complexe dans l'espoir de développer chez nos membres une meilleure compréhension du marché en général et de notre programme en particulier. Nous sommes inquiets de l'impact des membres qui assurent leur planeur en dehors de notre programme, autant par le type de couverture qu'ils se procurent que par la réduction du volume de la flotte que nous assurons.

Conseil d'administration David McAsey a terminé son mandat au conseil. Philip Stade de Cu Nim a été élu pour lui succéder. Nous lui souhaiterons la bienvenue lors de l'assemblée annuelle. Je tiens à remercier les membres du conseil et des divers comités, et en particulier, notre directeur exécutif Jim McCollum, pour leur travail bénévole sans lequel notre organisation ne pourrait fonctionner. Il ne faut pas oublier les autres membres de l'ACVV qui viennent nous aider lorsque nous les sollicitons. J'entame ma dixième et dernière année au conseil. Je suis donc à la recherche de candidats pour me succéder comme directeur de la zone Ontario.

Assurances et formation et sécurité La plupart des clubs ont complété et déposé leur rapport d'audition des mesures de sécurité. Nous déplorons que certains clubs tardent à le faire. Nous exhortons les membres à conserver leur focus sur la sécurité. Nous avons distribué des affiches sur la sécurité, publié des articles dans Vol Libre. Des suivis ont été fait sur les rapports d'audit. Ian Oldaker et les membres de son comité ont visité les dirigeants de plusieurs clubs et identifié avec eux des améliorations à apporter à la sécurité. Bien qu'il est difficile d'établir une corrélation entre le nombre d'interventions auprès des clubs du comité formation et sécurité, je ne doute pas que cet intérêt accru et l'augmentation des coûts de l'assurance ont contribué à réduire les réclamations d'assurance.

Deux violations de l'espace aérien nous ont été signalées cette année et investiguées par le comité formation et sécurité. Lors de nos rencontres avec Transport Canada, les incidents de planeurs venus très près de d'autres aéronefs nous sont présentés. Ces choses sont traitées très sérieusement et ne présentent pas nos membres, notre formation et nos procédures sur un jour très positif. Ces incidents sont totalement inacceptables et ceux qui les commettent rendent un très mauvais service aux vélivoles.

Vers la fin de la saison, nous avons eu vent de changements proposés aux règlements de l'air. De concert avec d'autres groupes, nous avons déposé un document expliquant nos objections. Nous avons été informé que ces propositions de changements avaient été retirées en vue d'une possible révision.

Membres Il est maintenant de coutume en août de réviser les statistiques quant au nombre de membres et de s'en inquiéter. Il est vrai que nous recevons les cotisations tard dans la saison suite aux efforts promotionnels de milieu de saison certains clubs. Toutefois, certains clubs utilisent les cotisations à l'ACVV comme source financement de leurs opérations. Nous tenons à leur rappeler que l'assurance n'est valide que pour les membres inscrits auprès du bureau national et dont la cotisation a été payée promptement et diligemment.

Le nombre total de membres a cependant montré un modeste accroissement. Le nombre de membre «cadets de l'air» s'est accru significativement. Leur cotisation étant gratuite, ils ne génèrent pas de revenus et nous comptons sur les cotisations des membres réguliers. Ce programme sera maintenant car il assure aux clubs un influx de d'étudiants intéressés et déjà formés.

Richard Longhurst

PACIFIC ZONE

Again, as with the first, I have found my second year as a SAC Director to be very interesting. Attending the AGM in Winnipeg provided an opportunity to meet many of the local members and also to re-experience the weather of my youth. Winnipeg was my home for the first 21 years and through those school years, we walked to and from school, coming

home for lunch, every day — even in January/February. Due to family medical concerns through much of the soaring season, I was unable to get to any other sites in the province with the exception of Pemberton which provided me with a great soaring flight in one of VSA's G-102s and a couple of interesting flights in Pemberton Soaring Centre's Vivat.

Alberni Valley Soaring Association – Port Alberni

AVSA enjoyed a busy year. Now with 18 members, they had five students, two of whom are now licensed and two others are solo. The instructor cadre has grown to three. The new (to AVSA) 150 hp Pawnee towplane has proven satisfactory as a towplane at sea level, its major assets being that it is cheap to operate and fun to fly. There is continued interest from the Cadets organization. Unfortunately, towplane problems prevented four cadets from completing their licences. Next year is promising, at least at the moment, as there is increasing interest from the other side of the Island. Of major concern is the continued pressure from local bureaucrats to provide ex-orbitant operations liability insurance. It is hoped that continuing meetings may resolve this prior to spring start up.

Bulkley Valley Soaring – Smithers

I have had no response from BVS, and believe that it should be considered dormant, but hopefully, not dead.

Canadian Rockies Soaring Club – Invermere

2001 has been a watershed year for flying in the Columbia Valley as membership increased to 31 with some international pilots who have come to make the valley their base, plus a significant number of new solo and licensed pilots recently graduated from the Invermere Soaring Centre (ISC). A number of self-launching sailplane pilots have also joined the club, as have several members of other clubs who were looking for greener (more thermic?) pastures.

Club activities have been facilitated by a symbiotic association with the Invermere Soaring Centre, who provide the towing and instructional services, as well as exceptional daily weather briefings and operations support. There are now 11 privately owned ships in the club ranging from 1-23 and PW5 to Ventus 2CM. For the \$250/year membership fee, members have a Schweizer 2-33 available and receive discounts at ISC for tows and rental of 1-26, PW5, Astir CS, and Duo Discus.

In 2001, fourteen members of CRSC contributed 151 flights totaling over 38,000 cross-country kilometres to the Aero-Kourier International Online Soaring Contest, earning the club Third Place overall (out of about 250 clubs and over 500 pilots total participants). The cross-country atmosphere has grown enthusiastically, with many of the pilots obtaining flight recorders, leading to spirited evening meetings for OLC registration.

In 2002, the club is looking forward to constructing a picnic/barbeque shelter, and to another great cross-season, with plenty of flying, flying, and more flying.

Pemberton Soaring Centre – Pemberton

I had little opportunity to visit with PSC for other than the

Vivat flights, but it was apparent that their new hangar and a growing fleet of gliders are producing continued energy and interest in the community. While very dependant on the Whistler's tourist traffic and consequent sightseeing flights, September 11 was late enough in the year to have little effect on that component of the operation. Engine problems with the Citabria towplane were circumvented when VSA was able to make one of their L-19s available on lease.

Silver Star Soaring Association – Vernon

Despite the loss of some members, SSSA was able to maintain their 2000 flying roster of eleven with two new members. The club fleet, however, grew dramatically this year with the arrival of two brand new privately owned ships: a DG303 Acro, and a PW5. They now have five gliders on the field including the club's L-13 Blanik and 1-23, plus a privately owned LS4. One ab-initio member from 2000 received his glider pilot licence early in 2001 and the newest member, who joined late in the season, will begin his training in earnest next spring.

Vancouver Soaring Association – Hope

In terms of soaring, 2001 was a good year with a high percentage of our days being soarable, often to the ceiling of legitimate airspace. Unfortunately, operating and other expenses cut deeply through the current income and well into other resources. Tow expenses, particularly, were very high this year as one engine came due for overhaul. Due to difficulties in previous years with overloading of members who are both instructors and towpilots, it was decided that we should open a towpilot (only) membership. This resulted in a roster of about a dozen TPs most of whom were very productive. As expected, there were some operational kinks to be ironed out due to their lack of glider experience, but the overall effect was very good and much appreciated by the instructors.

Training activity was also very good as VSA produced 15 new licencees, 10 A badges, 9 B's, 13 C's, 2 Bronze, and 2 Silver C's. Flying membership, including the towpilots, fell a disappointing one short of 100. Away camps at Pemberton, Valemont and Invermere were well attended and our "at home" Hope Camp was a resounding success. In the week immediately following the Hope Camp, the Airline Pilot Conversion Course was resurrected and six former B-747, B-767 & A-320 drivers were upgraded to glider pilots. Overall, a very good year but one tainted by much internal debate and serious concern over how we can enjoy our sport at a reasonable expense and still achieve a positive cash flow.

This report would be incomplete without noting the sad loss of Don Matheson, an Islander by habitation, but a frequent and popular visitor to Pemberton, Golden and Invermere. Don was flying his Preiss RHJ-8, a rather unique side-by-side two-seater with HP-14 wings, out of Invermere in July when he went down on a mountainside about 10 miles from the field.

Respectfully submitted from the Evergreen Playground with thanks to Doug Moore (AVSA) and Mike Glatiotis (CRSC).

Martin Vanstone

ALBERTA ZONE

In several ways 2001 seemed to be a year of transition for Alberta clubs, and the thrust was positive.

The **Cu Nim Gliding Club** built a clubhouse and held its January, 2002 monthly meeting there. The club successfully carried out a basic operational reorganization, with the CFI responsible for the flight training unit, leaving club executive responsible for licensed member flying. Together with evening student flying, this structure is accelerating progress by students toward solo and licence. On the negative side, despite a drought throughout the summer, cross-country weather here was virtually non-existent.

The **Central Alberta Gliding Club** began the season by hosting both provincial and club safety seminars, and had an unusually productive summer. Five members and three gliders from the club attended the Cowley Summer Camp. Three members went solo, two got their glider pilot licence, three won badges or badge legs, and one passed the SAC instructor course.

The **Edmonton Soaring Club** was infused with a new spirit. The aircraft were all in excellent condition as the season began, and membership continued to increase through the season. Five club pilots passed instructor training in time to meet the new demand. Six students went solo, and a good number of new students were Air Cadets. The club hosted a two week training camp in July, and invited students from all other clubs to participate. Unfortunately, Edmonton area weather for the second week was as wet as Calgary weather was dry. The club reappeared in force at the Cowley fall camp, with eight members and two club craft (newly equipped with oxygen) attending. The club's statistics for the season were impressive: 950 flights, 163 familiarization flights, two Bronze badges, one Silver badge and a few legs of Gold and Diamond.

At the **Grande Prairie Soaring Society**, the low point was a four-member club in the spring. Over a period of three years, key people had left, and the struggle to continue was tough. But this summer veteran Walter Mueller at last got his own high performance sailplane, and several very good flights in it. Another member passed his instructor course, and a couple of new members signed up. The club is ready to open a new chapter in its history.

The **Cold Lake Soaring Club** had come on hard times, partly because of unexpected transfers of key people. The seven survivors of the club closed ranks and came up with a carefully crafted plan to increase membership and flying activities, and to retire a deficit that had existed for three years. Backed by help from the Alberta Soaring Council, the club more than doubled its membership and flying activities. It ended the year in the black, with three new instructors and three new towpilots, and a number of new ab-initio students.

In Alberta, skies should be filled with cu this spring.

David McAsey

PRAIRIE ZONE

This year the Saskatchewan clubs had fairly consistent soaring. Prince Albert flew fewer flights, but the total number of hours flown increased. An unfortunate accident part way through the season damaged the club's HP-11. The club hopes to repair the glider over the winter. 2001 was the 25th anniversary of the Saskatoon club. Membership remained about the same as last year. There were no changes to their equipment, but the Saskatoon club is still looking for a replacement for their towplane and Prince Albert plans to sell one of their K7s this spring. The Regina club is planning to re-assess its fleet in 2002.

2001 started with great promise in Winnipeg with some spectacular soaring in early spring. Unfortunately, the weather soon turned wet. Unlike the rest of the country that seemed to be suffering through a severe drought this summer, Winnipeg was inundated with rain. A dozen members packed up the club's Twin Lark and headed to Invermere to escape what has become the rainy season. By all reports the trip was a great success and it is likely that this will become an annual trip. The club sold its venerable L-Spatz, and bought a new towplane, a Pawnee, to replace one of the club's Citabrias that was written off in an accident. This past fall, thirty Christmas gift packs were sold. Each gift pack consists of a fam flight certificate and the promotional tape from New Zealand.

The Swan Valley club was inactive again this year.

Internet committee

The major project for 2001 was moving the Roundtable so that it runs under SAC's account at Comnet. Comnet was unable to accommodate the Roundtable prior to this year. This change will help to consolidate the site under one internet service provider. This year, Marty Vanstone joined the committee, and Susan Snell and Bob McPherson left the committee. Both Susan and Bob have been on the committee for a number of years and I would like to thank both for their commitment over the years. A special thanks is warranted for Bob as he originated the web page.

The focus of the committee, for 2002, will be to find additional members to assist in maintaining the site and to transfer the remaining portions of the site to Comnet.

Howard Loewen

ONTARIO ZONE

The weather conditions across Ontario had started off poorly for 2000, and clubs had been reporting that students had not been showing up in their usual numbers, and memberships were slow in coming in. 2001 showed much improvement. While spectacular days were few, generally conditions were good, and club memberships more than made up for the losses of the previous year — several recording historic high levels. Borden, COSA and Air Sailing continue to have difficulties in attracting new members, and more slippage was apparent.

After many years' absence, I participated in the Nationals again which were held at SOSA. I cannot say that I performed well after such a long period of being away from competitive soaring, but I greatly enjoyed the contest, renewing old friendships, and partaking of the excellent social evenings. The gods smiled on the event, producing conditions that were better for cross-country soaring than in the days before and after. The Nationals were very well run by the company of Springford & Springford, and in particular the scoring and results were available quicker than I remember at any previous competition. As might be expected the majority of participants came from Ontario clubs, and they produced the winners in all three classes. It was also good to see a number of guests from the USA who had made the journey up to join in the fun.

Towards the end of the season intrepid pilots had been active at the Ridge, and also in Australia, and a number of record claims have been submitted for these flights.

Richard Longhurst

EASTERN ZONE

Les clubs de vol à voile de l'Est du Canada (Québec et provinces de l'Atlantique) ont plutôt bien réussi à maintenir leurs effectifs au cours de la saison 2001, et représentent toujours 1/5 environ du nombre de pilotes et du nombre de clubs au Canada. Le nombre de membres ayant cotisé à l'ACVV est passé de 267 à 275, le nombre de clubs est passé de 5 à 7, avec l'apparition de Air Cumulus (5 membres), et la renaissance de Mt-Valin (3 membres). Deux clubs ont vu leurs effectifs diminuer par rapport à l'an 2000 (Bluenose est passé de 33 à 24 membres, et les Outardes de 28 à 23 membres), alors que Champlain, Montréal et Québec ont augmenté leurs effectifs de quelque 3 à 6 membres.

Il n'en reste pas moins que nos effectifs se renouvellent peu. Une des pistes d'avenir est probablement dans les jeunes adeptes, et nous avons la chance au Canada d'avoir le mouvement des Cadets de l'Air qui constitue un bassin privilégié de recrues qui ont déjà démontré leur intérêt pour les choses de l'air. Il y avait 69 Cadets de l'Air en 2001 au Québec seulement. Si des actions concrètes étaient prises par chaque club pour convaincre ne serait-ce que 1 cadet sur 4 de rejoindre leurs rangs, c'est une vingtaine de nouveaux membres qui s'ajouteraient pour longtemps à nos effectifs et y apporteraient des idées nouvelles pour promouvoir encore mieux notre sport.

Un des facteurs préoccupants vécus par bon nombre de clubs est la pénurie d'instructeurs. Certains instructeurs se trouvent tellement débordés par la tâche qu'ils en perdent le temps de profiter de pratiquer leur sport favori. Simultanément, les élèves pilotes qui ne progressent pas assez vite à leur goût abandonnent ce sport trop tôt avant d'avoir pu en goûter les satisfactions. Il devient de plus en plus évident qu'un effort devra être fait pour faciliter la formation de nouveaux instructeurs en 2002.

Les conditions climatiques ont été mauvaises au Québec quelques semaines après le début de la saison, ce qui a eu un effet limitant sur le volume d'activité. Ce n'est pas notre météorologiste « officiel » qui est à blâmer, bien au contraire, Jean Richard continue à offrir de façon bénévole ses précieux conseils à tous ceux qui veulent en bénéficier, permettant ainsi de tirer le meilleur parti des conditions climatiques.

Les événements du 11 septembre ont fait craindre une très forte augmentation des coûts d'assurance pour la prochaine saison, mais le déplacement du début d'année au 1er janvier et la possibilité de fractionner le paiement des primes va permettre d'étaler l'impact sur plus d'une année, et donc de prévoir nos augmentations de coûts et probablement de tarifs avec un peu plus de flexibilité.

L'obligation qui est faite à chaque club de produire des rapports sur les incidents et les accidents, et sur les activités de prévention mises en place pour en éviter la répétition (Safety Audits) contribue efficacement à faire prendre conscience des risques inutiles qui sont parfois pris par certains pilotes, autant parmi les novices que parmi les chevronnés. Cet exercice met en lumière le risque plus élevé des clubs avec des effectifs trop petits: une certaine masse critique est requise pour faire fonctionner un club, et une masse critique encore plus élevée est requise pour le faire fonctionner de façon sécuritaire. Un club composé de 3 à 6 membres doit avoir un plan de croissance et de recrutement très agressif, ou alors il devra se joindre à un club plus gros. Cependant, ce n'est pas parce qu'un club est très gros qu'il diminue ses risques: il a seulement plus de flexibilité pour organiser ses plans de prévention, encore faut-il qu'il en établisse. Il est à souhaiter que plus de représentants de notre région fassent partie du comité de l'ACVV sur la sécurité.

Les pilotes du Québec qui ne sont pas à l'aise dans la langue de Shakespeare m'ont souvent fait remarquer qu'ils ne trouvaient pas leurs attentes satisfaites quand ils consultent le site Web de l'ACVV. Il est vrai que le nombre de volontaires disponibles pour alimenter ce site en contenu français est trop faible, et les experts en ce domaine sont assez rares qu'ils préfèrent consacrer leurs énergies au site Web de leur propre club, et je ne les en blâme pas. On retrouve beaucoup d'information dans ces sites Web de clubs, la plupart du temps locale, mais aussi d'ordre plus général. Alors, quand vous ne trouvez pas la réponse à vos questions sur le site de l'ACVV, pensez à consulter les sites des clubs, même si ce n'est pas le vôtre, et vous y trouverez peut-être la réponse à vos questions.

L'année 2001 a vu plusieurs épisodes où Transport Canada prenait des actions qui auraient pu avoir un impact négatif sur notre liberté de voler ou sur nos coûts. Nous avons pu faire retarder une réglementation en ce sens, mais rien n'est jamais acquis et la vigilance de tous est requise pour protéger nos acquis. L'ACVV veille pour nous à Ottawa.

Une clinique de perfectionnement en vol sur la campagne s'est tenue cette année au Club de Vol à Voile de Québec, sur leur site de St-Raymond-de-Portneuf. La météorologie n'était pas très coopérante, mais ceux qui ont participé à l'exercice,

en provenance de tout l'est du Canada, ont tous témoigné de la grande pertinence d'une telle activité. Les organisateurs ont décidé de reprendre cette activité en 2002 au même endroit, et s'attendent à plus de participants. Espérons que les rues de nuage seront au rendez-vous cette fois.

Lorsque j'ai accepté en mars 2001 de représenter les clubs de notre région au conseil d'administration de l'ACVV, je comptais pouvoir consacrer plus de temps à rencontrer les présidents et officiers des clubs pour mieux connaître leurs attentes. Force est de constater que mes nouvelles obligations professionnelles m'en ont empêché quelques mois plus tard. Mon terme étant de deux ans, je consacrerai donc une partie de ma deuxième année à me trouver un remplaçant pour 2003, pour qu'il puisse mieux que moi répondre aux attentes des administrateurs des clubs de la région Est. Les 2/3 des membres étant concentrés dans la région de Montréal, il serait sans doute préférable que les personnes intéressées à cette responsabilité en soient proches.



The zone that I represent, eastern Canada (Quebec and the Atlantic provinces) accounts for approximately one fifth of the clubs and soaring pilots in Canada. Membership within the zone increased to 278, from 267 the previous year, while the number of clubs increased by two to seven. The year saw the birth of the Air Cumulus club and the rebirth of the Mount Valin group. Two clubs saw declines in membership (Bluenose and Outardes), while Champlain, MSC and Quebec City had modest increases.

Canada has a particularly strong Air Cadet movement, with squadrons spread across the country. There are five cadet summer glider pilot training camps and each summer some 225–250 young Canadians receive basic glider pilot instruction at them. Last year, in Quebec alone, there were 69 newly licensed glider pilots as a result of this program. These young people have both signalled an interest in aviation and an aptitude for it. If clubs would only make an effort to encourage, say one quarter of such graduates, to join their ranks, it could go a long way to breathing new life into our sport.

A shortage of instructors is a preoccupation of many clubs. Many instructors find that they are so busy with the task of instructing that they have little time to practise their favourite sport. At the same time, student pilots, who are dissatisfied with their progress, often abandon the sport before they have the opportunity to really enjoy it. It is clear that we must make a determined effort in 2002 to increase the number of instructors.

Shortly after the season got underway, weather conditions in the Eastern Zone deteriorated and this limited soaring activity. It would be unfair, to be sure, to blame our "official" meteorologist, Jean Richard, for this. On the contrary, throughout the season he continued to volunteer his usual excellent advice to pilots in our zone.

The events of September 11 brought with it concerns that the cost of aviation insurance would escalate markedly. While

there have been significant increases, the situation has been mitigated in 2002 by the adoption of the calendar year as the insurance year, the reduction in insurance claims in 2001, and the possibility paying insurance in installments.

The obligation of each club to produce accident and incident reports, as well as a safety audit, are effective reminders of the unwarranted risks that some pilots, both novice and experienced, take. These reports have demonstrated that having too few volunteers can be a major source of risk. It takes a certain critical mass of members for a club to function, and a larger critical mass for it to function safely. A club with only a handful of members should have a plan to increase its membership. Risk is not an inverse function of size alone; however, size at least brings with it the flexibility to put effective safety programs in place, as well as maintain and enhance them. Additionally, it is hoped that more of our members will take an interest in the activities of the Flight Training & Safety committee.

During the past year, as in many previous years, one was disappointed to see initiatives by the regulatory authorities which could have negatively impacted our sport. Happily, we, in conjunction with other organizations in the recreational aviation community, were successful in fending these off. Regulatory incursions are a constant threat and underline the importance of having a strong organization to promote and protect our activities. When one is not having regulatory scuffles, it is easy to be lulled into a false sense of security and minimize SAC importance on the regulatory front.

Last season CVVQ hosted a cross-country clinic at St. Raymond de Portneuf. The weather was less than cooperative, nevertheless attendees, who travelled from many locations in eastern Canada, managed to profit from the event. It is planned to have another such clinic at the same location in 2002. Let's hope for cloud streets this time around.

I was honoured when I was elected in 2001 to represent our zone on the SAC Board. At the time I fully expected to be able to meet with the various club officials and other pilots in the zone, so I could effectively represent them at the national level. As it has turned out, my professional duties have interfered and I have not had as much time to devote to soaring issues as I would have liked. With this in mind, I have decided not to seek a second term, when mine expires in March, 2003.

Jo Lanoë

TREASURER

The Soaring Association of Canada ran a surplus in 2001, the 15th consecutive year that it has done so. The surplus was primarily due to unsustainable declines in a number of expenditure items, although the revenue side, which ended up being somewhat stronger than expected, also contributed. In constant dollar terms, expenditures were at their lowest level in more than two decades and at about the same level as in 1982. As expenditures have been cut back over the years, the room for manoeuvre in setting the budget has diminished. Accordingly, this year's budget only shows marginal changes from last year's; proposed membership fees are up slightly in nominal terms, but approximately flat or down slightly in constant dollar terms.

Financial results for 2001

Total revenue was up slightly relative to budget. Membership fees were somewhat stronger than expected at this time last year, as were *free flight* advertising and miscellaneous revenues. Investment income was below budget, which is not surprising, given the low level of interest rates and declines in equity prices.

2002 BUDGET

	2001	2002
REVENUE		
Membership	\$114,000	\$115,000
Flight Training & Safety	2,500	2,500
Sales	14,000	14,000
Free flight (ads/subscriptions)	2,500	4,000
Investment income	12,500	12,500
Other	4,000	4,000
total	\$149,500	\$152,000
EXPENSES		
Salaries & professional fees	\$40,000	\$42,000
Occupancy	7,000	7,000
Office expenses, printing	11,000	11,000
Telephone	4,000	4,000
Postage	5,500	5,500
Depreciation	7,000	7,000
Cost of sales	8,000	8,000
Free flight	27,000	27,000
FAI	6,500	6,500
Flight Training & Safety	7,000	6,000
Meetings and travel	20,000	21,000
Publicity	3,000	3,000
Other	3,500	4,000
total	\$149,500	\$152,000

As mentioned, total expenditures were down from the levels of recent years, with the declines scattered over a number of categories. Let me briefly mention a few. The largest variance relative to budget is in meetings and travel expenses, which were well below budget — reflecting cancelled meetings (partly as a consequence of events following 11 September) and/or decisions not to hold or attend others. Additionally, in some cases, some volunteers managed to travel at no expense to SAC. Postage is another item which is well under budget despite an increase in postal rates; however, this is more apparent than real and reflects the prepayment of some postal expenses. Office expenses were also on the low side, partly as a result of decisions to postpone the replacement of office equipment.

The past year represents the first full year that SAC has been in its new premises, which it owns. I think that it is fair to say that the decision to acquire our own premises has proved to be a sensible one and has been working out very well. Vacancy rates in Ottawa are among the lowest in the country, and we are saving several thousand dollars per year compared to what we would have been spending had we remained at our previous, or a similar, location. Additional savings have been realized by using the premises to hold various Board and Committee meetings. By way of illustration on this latter

point, in the days surrounding this year's AGM, the office premises will have been, and will be, used to hold meetings of the SAC Board (two days) and the Flight Training & Safety committee. Additionally, of course, at the end of each year we are holding an appreciating asset, rather than just some cancelled cheques for the year's rental expenses. A number of SAC members either assisted with the move to the new premises or assisted in other ways, such as undertaking repairs, painting, etc. -and the move was accomplished at almost no cost to members.

To understand SAC's financial affairs it is necessary to step back from the year-to-year fluctuations in revenues and expenses and look at their evolution over a longer time span. If we go back fifteen years to 1986, SAC ran a deficit that year, and this was on the heels of a number of deficits over the previous decade, one of which exceeded \$27,000 (in today's dollars it would be equivalent to a deficit of close to \$75,000). Membership was declining, the government was threatening to cut off grants (which accounted for a significant portion of SAC's revenues) and ultimately did so, while the level of cash reserves was such that covering expenses during the first four months of the year was a worry.

What has happened since that time? Although government grants disappeared, the deficit was eliminated primarily through expenditure restraint. True membership fees have risen; however, adjusting for taxes and inflation, the real cost of belonging to SAC has fallen. Moreover, all other SAC fees have been eliminated. Cash reserves have been restored. There is more. The other important part of the equation is what has happened to the trust funds. In the early 1980s, these had a value of under \$3000 — they now are worth over \$650,000.

In 2001 the trust funds out-performed the market, which had been weak prior to 11 September and dipped sharply afterwards. During the year the trust funds realized capital gains of over \$72,000 and ended the year with a book value of \$523,003 compared to \$460,969 the year before. The investment strategy was modified a little in 2001 and the portfolio is now more diversified internationally than previously.

The Pioneer, Wolf Mix, World Contest and Air Cadet funds received donations of \$6683, \$1000, \$250 and \$500 in 2001, while a disbursement of \$2300 was made from the Corley Scholarship Fund.

2002 Budget and membership Fees

The budget is very similar to last year's and is balanced at \$152,000. Insofar as membership fees are concerned, the regular adult membership fee has been increased by \$2, while most other categories have been increased by \$1. The Air Cadet fee remains at zero. The changes are in response to inflation, but do not fully offset it. In considering SAC membership fees, it has to be taken into account that they are treated as a charitable donation insofar as income tax is concerned. Taking inflation and taxes into consideration, membership fees remain at a low level.

Financial summary on next page

Jim McCollum

SAC FINANCIAL STATEMENTS FOR 2001

STATEMENT OF OPERATIONS – GENERAL FUND for the year ended December 31, 2001

	2000	2001 budget	2001
REVENUE			
Membership	\$108,996	\$114,000	\$118,722
Flight Training & Safety	1,395	2,500	2,294
Merchandise sales	9,900	14,000	12,475
Free Flight ads & subs	5,363	2,500	4,681
Investment income	13,942	12,500	9,200
FAI & other	2,134	4,000	10,012
Total	\$141,730	\$149,500	\$157,384
EXPENDITURE			
Salaries & professional fees	39,750	40,000	39,785
Rent	6,480	7,000	-
Occupancy	2,238	-	8,384
Office	5,866	11,000	5,675
Telephone	1,626	4,000	1,739
Postage	4,986	5,500	3,629
Insurance	2,693	-	2,685
Depreciation	5,555	7,000	3,788
Merchandise cost of sales	5,359	8,000	6,743
Free Flight	28,284	27,000	27,073
Affiliate memberships (ACC)	6,125	6,500	5,885
Flight Training & Safety	6,362	7,000	8,552
Meetings and travel	16,162	20,000	11,920
Publicity	1,790	3,000	1,286
Other	3,702	3,500	4,055
Total	\$136,978	\$149,500	\$131,199
EXCESS OF REVENUE OVER EXPENSE			
	\$4,752		26,185
Start of year	112,111		116,863
End of year	\$116,863		\$143,048

BALANCE SHEET – as at December 31, 2001

	2000	2001
ASSETS		
GENERAL FUND		
CURRENT ASSETS		
Cash	\$8,595	\$19,483
Mutual funds (note 4)	172,403	215,745
Accounts receivable	24,791	22,292
Inventory	10,401	5,772
Sub-total	216,190	263,292
CAPITAL ASSETS	69,514	65,726
TRUST FUNDS		
Cash	27,019	70,227
Investments (note 3)	433,950	452,776
Sub-total (note 5)	460,969	523,003
WORLD CONTEST FUND		
Cash	2,585	335
Total	\$749,258	852,356
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and deferred revenue	\$168,841	\$185,970
FUND BALANCES		
General fund	116,863	143,048
Trust funds	460,969	523,003
World Contest fund	2,585	335
Sub-total	580,417	666,386
Total	\$749,258	\$852,356

NOTES TO FINANCIAL STATEMENT

1 Significant accounting policies

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

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

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

2 Fixed assets

Fixed assets are office and computer equipment. Book value for 2001 was \$65,726 after depreciation.

	2000	2001
• equity funds	\$433,950	\$452,776
(market value)	\$633,760	\$573,379

	2000	2001
4 Mutual funds		
Market value	\$176,756	\$213,79
5 Trust Fund balances		
• Glynn	\$11,897	\$14,058
• Peter Corley	9,429	7,319
• Wolf Mix	64,804	74,843
• Pioneer Trust	364,839	415,387
• SP	10,000	11,396
total	\$460,969	\$523,003

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

2001 COMMITTEE REPORTS

AIRSPACE

This year, the terrorist attacks of 11 September resulted in temporary airspace restrictions, which have now mostly been lifted. One remaining restriction is a requirement for a transponder on cross-border flights from Canada into the USA. This feature, which is likely to remain in force for the foreseeable future, may affect towplane ferry flights and glider flights.

Earlier in the year, Nav Canada announced an aeronautical study related to the Montreal TCA. An aeronautical study is the means by which Nav Canada solicits stakeholder input to planned changes to airspace. Ian Grant responded on behalf of SAC and informed gliding clubs in the Montreal area. To date, no further developments have materialized.

An Airspace committee representative attended a CARAC meeting at Transport Canada headquarters to comment on new reporting requirements for aircraft "incidents", which for gliders would now have included unintentional tow releases and landings at unintended destinations. It was pointed out to the CARAC committee that anyone foolhardy enough to attempt cross-country flight in a motorless craft was obliged to accept the probability of landing at an unintended destination, and that this hardly qualified as a reportable incident. The committee agreed, and the requirement was dropped.

The Airspace committee has learned of a recent case in which a glider pilot infringed controlled airspace boundaries in the Ottawa area and subsequently experienced a "near miss" with a commercial airliner. After a follow-up investigation by the authorities, the glider pilot received a temporary licence suspension. This incident should serve as a sharp reminder to all pilots to be aware of the potential for mid-air collision and to abide by the airspace rules. The Airspace committee last year published guidelines for club CFIs on actions to minimize the potential for mid-air conflicts.

Finally I would like to thank my colleagues Roger Harris and Scott McMaster for their contributions during the year.

Ian Grant

Air Cadets

In recent years SAC has made a noticeable effort to strengthen our working relationship with the Air Cadet League of Canada. The number of SAC cadet members at soaring clubs has increased from a half dozen or so three years ago to over 75 today. Cadets who join a club receive free SAC membership, and graduates of the Cadet summer glider pilot training program receive an FAI "A" badge. SAC has established a program of continuing flying scholarships; there will be five such scholarships in 2002.

Jim McCollum

FAI AWARDS

This year many more badge legs have been flown with GPS flight recorders. The new badge claim form (which is available on the SAC website) makes FR claims much easier for the pilot, the OO, and me. Many clubs are buying FRs for use by their members. Some are a bit non user-friendly — but it's worthwhile to learn how to use them because it makes the flight much easier and leaves no doubt of your accomplishment. There are two main things to remember — declare your flight before takeoff and be sure to fly far enough to enter the observation zone, which is the 90 degree sector beyond your turnpoint centred on the inbound and outbound legs.

We read a lot about the fading popularity of soaring. Do you want to help keep the hobby alive? Encourage badge flying. Promote badges. Create an atmosphere of badge awareness in your club and foster friendly competition in badge achievement among your members. Recognize badge and badge leg achievers at your AGM or Christmas party. The result will be better pilots, more flights and fewer members lost due to boredom.

Once you get it started it grows on its own. With his 300 kilometre claim form one pilot wrote, "That was my first real cross-country flight, ie. a long flight with a purpose. Before undertaking it I was somewhat ambivalent about badges. Now I want them all!"

I have noticed that the more successful clubs are prolific badge earners and I am sure there is a correlation. Actively promote badge flying and your club will thrive.

The table of statistics presented herewith shows that we are up a bit from last year but still quite a bit down from most of the 90s. Let's try to make 2002 a record year!

Walter Weir

SAC Badge and badge leg statistics 1992 – 2001

	92	93	94	95	96	97	98	99	00	01	5 yr avg	% of avg
1000 km	0	1	1	0	2	0	0	0	1	0	0.2	–
Diamond	1	3	1	2	4	1	0	3	2	1	1.6	71%
Gold	5	1	2	4	6	3	2	4	5	5	3.8	132%
Silver	11	3	11	12	16	8	17	17	7	8	13.0	70%
C Badges	28	44	55	42	39	30	34	33	15	38	30.0	127%
Badge legs	65	45	87	93	91	79	87	79	67	71	76.6	93%

You can see from the chart that year 2000 was not very good for badges. It was even worse than 1992 for C badges. I hope that this decline is a reflection of the poor weather in the east and not the general trend of our sport.

FLIGHT TRAINING & SAFETY

Instructor Courses Courses were again run in three locations in 2001, with Marc Lussier, Tom Coulson and Terry Southwood running or supervising them. These courses used the recently revised and updated instructor's manual that was issued during the year in English. This manual now coincides with "SOAR and Learn to Fly Gliders", the student manual.

Safety Audits Reviewing and commenting on safety audits was the largest part of the committee's efforts during the year. Approximately 22 clubs submitted their audits and these were reviewed and comments passed back to most of the clubs. In many cases meetings were held between at least two members of the committee and members of each club. In some cases we met with several "leaders" of the club plus other members. In one case almost all the members were present in a very thorough review of their flying and safety activities. Remaining clubs are being contacted early in the new season and meetings will be set up with them.

At most meetings actions were discussed for safety related improvements. Most clubs addressed safety issues vigorously, and were appreciative of the points that the audits raised; for example one club's members stated that they had taken two years to address what they identified as some major shortcomings, before considering their audit completed to their satisfaction. Another club felt that their submission was preliminary in that many items remained to be dealt with. However the audit as submitted was considered to be sufficient for the Association at this stage; most major issues were addressed and a very useful discussion was held with their leaders and many members at the club.

Some clubs are in the fortunate position to be well run and stable in both leadership and members. Other clubs are holding their own at the bottom of the valley or are in a state of decline, and unfortunately most of the work tends to fall on those few diehards who want to keep the operation going. This inevitably leads to overloading these members and to burnout, situations that are looking for accidents to happen. Discussions focussed on what can be done to plan for succession in the major flying roles within a club. For example, some clubs were only just appointing their CFI at the start of the season, others did not have a Safety Officer in place. While the FT&S committee has been producing training materials for safety officers for a few years now, and the CFI's position is of course central to all clubs that are training students, the appointment of persons to these vital positions appears to receive very varying degrees of importance within clubs.

It is recommended that all clubs have in place a plan to mentor younger members who may eventually take over as Chief Flying Instructors or Safety Officers, on an on-going basis. Larger clubs should consider appointing one or two assistant CFIs, as well as Assistant Safety Officers. A "Flying Committee" made up of these persons plus the Chief Tow Pilot and his/her assistants can substantially reduce the load carried by a lone CFI or SO, and with the right cooperation between these individuals will enhance their enjoyment of the sport.

Safety in 2001 The past year was generally a very safe year, and all members are to be congratulated. However we are close to having a major problem with air-proxies or close approaches that could be disastrous. Two areas are of increasing concern, the Ottawa and the Toronto/Hamilton areas (there may be others) where commercial aircraft are often at the same heights as gliders using the same airspace. Last season one glider pilot (incident reported in *free flight*) came within approximately 200 feet of a jet. Both pilots reported this to TC who investigated. The glider pilot had his licence temporarily suspended; he reported the investigation was very fair.

Rapidly increasing traffic into Hamilton adds to air-proxy concerns. As we find airspace increasingly congested, glider pilots will have to become very aware of how to fly in this space and to share it with others responsibly. This highlights the need for good training in radio use, how to use our airspace and awareness of airspace use by others, traffic corridors and likely areas of high-density traffic with the occasional "heavy" going by. As a matter of urgency, all clubs with these concerns should develop suitable training programs to head off any problems.

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

Respectfully submitted, **Ian Oldaker** – Chairman,
Dan Cook, Tom Coulson, Fred Kisil, Joe Gegenbauer, Terry Southwood – consultant, Marc Lussier – consultant

FREE FLIGHT

2001 was a good year for *free flight* and I trust you have enjoyed getting it. Thanks to everyone who took the time to contribute stories or even a bit of filler material — the magazine depends on you for its content. I particularly invite pilots to send *free flight* a detailed report if they have had an "interesting" incident or accident (I'll keep it anonymous if you wish) — it makes very useful safety reading.

There were three 24 page and three 28 page issues in 2001. There is a tendency towards increasing size, partly due to more material arriving and partly to increased commercial advertising. We had a prize winning colour cover photo from Steven Liard, and it's too bad that the printer had the colour balance off!

The web and e-mail has become pervasive. The primary reasons are instant access and significant cost savings in distribution of printed and graphical material. A secondary reason,

but primary from my point of view as *free flight* editor, is the search function — the magazine becomes accessible and searchable by anyone over an extended period of time when stored electronically as .pdf files. However, there is no thought of eliminating the printed original. Nothing replaces (yet) the ease and practicality of reclining with a copy of *free flight*. Arguably, paper will always last longer than any hard drive — if the medieval monks had computers rather than parchment, there wouldn't be any Western history on library shelves!

Since last year, the work on a "searchable" index for *free flight* has progressed. Susan Snell built the keyword-searchable index which is now running on the SAC website. Eventually ALL issues of *free flight*, which go back fifty years, will be indexed — that's the goal anyway. To date, the index has been completed back to 1981. This index will be an immensely useful resource — these volumes contain a lot of valuable information which *does not* go out of date: soaring techniques, safety issues, training methods, etc. And of course, the history of the sport in Canada (people, contests, gliders, events) will be available with a few keystrokes.

I also filled in the existing gap of four issues of *free flight* for which no archive file existed. These were replicated and added to the back issues website.

Please let us know what you are doing at your club that is of interest or value to others across the country (Bluenose and Central Alberta made fine contributions in 2001). I remind club executives to ensure that *free flight* is on their mailing list (if you don't have a newsletter, please have someone correspond on your activities) and give the office and *free flight* changes to your address, phone number, e-mail, or contact person.

Thanks to Ursula again for her proofreading. The new printer in Ottawa is giving me a good turnaround on the magazine; the major delay in getting *free flight* to you occurs when Canada Post puts it into 3rd class storage occasionally.

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

Tony Burton

INSURANCE

The 2002 insurance plan is now in place, and details for renewals have been forwarded to club Treasurers. The purpose of this communication is to provide you with a background to the insurance discussions this year.

For a number of past years the insurance industry generally has been suffering from low profitability. Due to competition, insurers had difficulty raising premiums to economic levels without being faced with a loss of business. During this period we have seen a significant consolidation of insurance companies as they have endeavoured to minimize costs and increase market share.

While more recently there has been some upward trend in rates, the events of last September 11, coupled with the disappearance of many of the companies formerly operating in the market, has provided both an added reason and opportunity for those remaining to make significant corrections to premiums and coverages. Forecasts are that vehicle insurance could increase by 15%, and business insurance by 20-30%. In the aviation market, which is more directly affected, certain risks are no longer being covered, and available liability limits are being reduced. Our agent advised us of a number of examples of significant premium increases, eg. Otters going from a 2001 premium of \$25,000 to \$60,000.

While the change of our insurance year to December 31 was undertaken for different reasons, it has had a favourable effect on this year's renewal. The insurance treaties for the major carriers are renewed January 1 and are forecast to increase by 50 to 400%. By insuring early we have avoided the possible implications of these rates on our policy which would likely have resulted in an increase closer to 30%.

The 2002 SAC renewal averages an increase of 17%. This is after deducting a 4% premium reduction earned due to the thankfully low overall claims in 2001. Past reports from the Insurance committee have detailed the long-term poor claims record of SAC and the resultant lack of competition for our business. While 2001 was a good year in terms of our claims we are assessed by insurers on our 10-year performance, and particularly the significant liability settlements incurred. An

SAC INSURANCE HISTORY, 1991 – 2001

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

improvement of our record in the future is the only way to improve this situation.

Our efforts to improve safety and the initiatives taken were noted, and while we would all obviously wish for lower renewal rates the practicalities are such that we are all grateful they are not higher.

Two changes to the policy coverage are particularly important for note:

- 1 The coverage territory is now limited to Canada, USA, Mexico and the Caribbean. Worldwide coverage is available by separate application for an additional premium.
- 2 Non-owned liability coverage is no longer automatic. This applies where you wish to rent or borrow an aircraft not currently insured under the SAC policy, eg. on a trip to the USA. You can obtain coverage by separate application and premium, but hull coverage is not available. As a result, if you are renting an aircraft you are better off to take the insurance option offered by the operator.

Richard Longhurst

MEDICAL

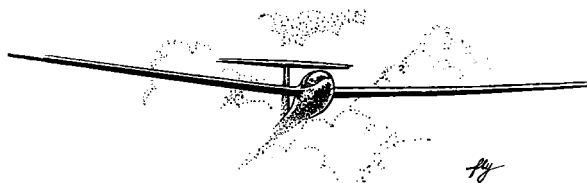
In the past year there have been no inquiries from pilots regarding medical issues, or problems with licensing, so in spite of the increasing age of our membership I should congratulate you all.

I would like to remind members that I am available to discuss medical issues and advise you on how best to pursue your case to Transport Canada. I cannot influence them on their decision-making. If your RAMO has any concerns, he will discuss them with his appropriate medical consultants.

Your medical problem does not necessarily mean that your licence will not be reviewed, as you may be issued a restricted licence instead, so bear that in mind.

I wish to thank Dr. Delaney, our francophone representative, for dealing with Quebec pilot issues. Have a safe soaring season.

Dr. Peter Perry



RECORDS

It was quite a busy year in 2001 with regards to processing old and new record claims. Here are the statistics:

Claims received	15	Claims pending	4
Claims approved	11	Claims rejected	0

Five records backlogged from flights in 2000 were:

Pilot	Tony Burton
Date/place	25 May 2000, Invermere, BC
Record type	Free 3TP distance, Open & Club, territorial
FAI category	DOG 3.1.4c
Sailplane type	RS-15, C-GPUB
Distance claimed	607.3 km
Task completed	Nicholson brg/ Bull R. dam/ Parson brg/ return
Previous records	Open: 559.7 km, Bonnière/ Werneburg, 1998 Club: 527.3 km, Tony Burton, 1999

Pilot	Trevor Florence (with Norman Marsh)
Date/Place	27 June 2000, Invermere BC
Record type	100 km Speed to Goal, Open multiplace
FAI category	SAC record only
Sailplane type	Twin Astir, C-GV SX
Speed claimed	105.1 km/h
Task completed	Mt Seven HG ramp to 50°36.5'N-115°57.0'W
Previous record	65.3 km/h, Trevor Florence (E Schneider), 1999

Pilot	Trevor Florence
Date/Place	16 Jul 2000, Invermere BC
Record type	Free 3 TP distance, Open, territorial
FAI category	DOG 3.1.4c
Sailplane type	ASW-20, C-GTRM
Distance claimed	680 km
Task completed	Invermere/ Mt Seven HG ramp/ Elko RR xing, near Harrogate/ land Fairmont a/p
Previous record	607.3 km, Tony Burton, 2000

Pilot	Tracie Wark
Date/Place	29 Oct 2000, Julian PA
Record type	300 km out & return speed, Feminine, citizen
FAI category	SAC only
Sailplane type	ASW-20, C-GLTW
Speed claimed	132.3 km/h
Task completed	Wards Farm to Race Track Island and return
Previous record	unclaimed as a citizen flight

Pilot	Tracie Wark
Date/Place	30 Oct 2000, Julian PA
Record type	Free 3TP distance, Feminine, citizen
FAI category	DOF 3.1.4c
Sailplane type	ASW-20, C-GLTW
Distance claimed	592.6 km
Task completed	Ridge Soaring to Wards Farm, Nisbet, Tussey Ridge, finish at Lock Haven (east ridge)
Previous record	unclaimed

Pilot	Tracie Wark
Date/Place	30 Oct 2000, Julian PA
Record type	200 km speed to goal, Feminine, citizen
FAI category	SAC only
Sailplane type	ASW-20, C-GLTW
Speed claimed	129.1 km/h
Task completed	Nisbet to Tussey Ridge, PA
Previous records	unclaimed

The record flights approved in 2001 are as follows:

Pilot **Tony Burton**
 Date/Place 23 May 2001, Invermere, BC
 Record type Free 3TP distance, Open, territorial
 FAI category DOG 3.1.4c
 Sailplane type RS-15, C-GPUB
 Distance claimed 740.1 km
 Task completed Invermere/ Blaeberry forestry bridge/
 Elko RR xing/ Nicholson bridge/ return
 Previous record 680 km, Trevor Florence, 2000

Pilot **Tim Wood**
 Date/Place 19 June 2001, Invermere, BC
 Record type Free 3TP distance, Open, territorial
 FAI category DOG 3.1.4c
 Sailplane type LS-3a, N575S
 Distance claimed 776.1 km
 Task completed Invermere/ Blaeberry TP/ Elko/near Golden/
 return
 Previous record 740.1 km, Tony Burton, 2001

Pilot **Larry Springford**
 Date/Place 30 May 2001, Invermere, BC
 Record type 100 km speed to goal, Open, territorial
 FAI category SAC record only
 Sailplane type ASW-20, C-GVDO
 Speed claimed 125.1 km/h
 Task completed Mt. Seven HG ramp to Swansea HG ramp
 Previous record 118.7 km/h, Kevin Bennett, 1985

Pilot **Charles Yeates** (with Kris Yeates)
 Date/Place 9 July 2001, Marfa, TX
 Record type 100 km triangle speed, Open multiplace, citizen
 FAI category DOG 3.1.4h
 Sailplane type PW-6, SP3656
 Speed claimed 102.7 km/h
 Task completed Marfa/ Mt. Livermore/ GPS TP/ return
 Previous record unclaimed as a citizen flight

Pilot **Tracie Wark**
 Date/Place 14 Aug 2001, Rockton, ON
 Record type 300 km triangle speed, Feminine, territorial
 FAI category DFG, 3.1.4h
 Sailplane type ASW-20, C-GLTW
 Speed claimed 99.1 km/h
 Task completed Rockton/ Mount Forest/ Alymer/ return
 Previous records 55.6 km/h, Ursula Wiese, 1983

Please review all the information contained in the FAI Sporting Code and its Annex C (the OO and pilot guide) before you attempt a record flight. Both of these documents can be found on the SAC website and will help ensure that your claim is approved.

Looking at the current Canadian records table, there is a huge hole in handicapped Club class. This category has been created to encourage record flying in lower performance aircraft. So go for it and become famous!

Fly safe, fly well, and fly often.

Roger Hildesheim

SPORTING

Items completed

Rules for National Championships 2001

The rules were fundamentally overhauled after extensive discussion on the Roundtable. Serious shortcomings had to be addressed. Ongoing consultation with the CAS executive, the developer of the scoring software, and the CD for these Nationals made it possible to develop a well-balanced set of rules which stood the test of the Nationals without the need for clarification or revealing holes. The essential changes/additions to the rules were:

- New scoring formula for assigned speed task to remove a discontinuity which resulted in unrealistic penalties for not completing the task. The new formula is similar to those used in international competitions.
- Time Distance Task (TDT) introduced. This task form has been well accepted. It allows very flexible task setting for assigned as well as pilot selected tasks and can accommodate a wide range of handicaps.
- Aero-retrieves permissible. This change removes one obstacle to participation in competitions.
- Full inclusion of motorgliders (sustainers as well as self-launchers). This broadens the field of potential competitors.
- Start circles simplified, providing more flexibility to accommodate individual circumstances at different competition sites.
- Finish line replaced with a finish zone, covering the airfield, for improved safety. This change brings closure to the discussion whether or not a landing at the contest site should be counted as a valid finish.
- Penalty guide introduced. This change will result in a more consistent application of penalties for comparable offences but still leaves discretionary room for the CD to fit the penalty to the circumstances.
- Sailplane handicap list updated to CH2000.

New scoring software

Parallel to the competition rules, new scoring software was developed. The software integrates analysis of the flight traces with the calculation of scores. Manual transfer of trace data into the scoring software has been eliminated along with all associated errors. The Sporting committee thanks Nick Bonnière for his contribution in testing the rules for ambiguities and his excellent work in writing the analysis and scoring software.

Seeding list 2001 The Competition Seeding List for 2001 was updated based on the results of the 2001 Nationals and published on the SAC website.

Pilot feedback session 2001

As it has been the tradition during previous Nationals, the Sporting committee held a meeting of competition pilots during the Nationals to receive feedback on current issues. The discussions centred around innovative scoring systems that reduce the incentive for flying in gaggles and alternative team selection policies to give Club class pilots better access

to international competitions. Minutes of the meeting were posted in the document section of the SAC website.

Evaluation of alternative scoring systems

Based on Jim Carpenter's input, the Grand Prix scoring system was tested during the SOSA Mudbowl and the Ontario Provincials. The committee finds the Grand Prix scoring system not suitable for Canadian competitions for reasons outlined in the *free flight* article, "Grand Prix is not the answer". The objective of eliminating the advantage of gaggles can be achieved using the TDT scoring system.

27th World Championships

Dale Kramer, this year's National Standard Class Champion was the sole Canadian contestant at the 27th World Championships in South Africa. The Sporting committee congratulates Dale to placing among the top 10 on five out of the ten contest days and in particular to his third place on Day 3.

Nationals 2002 The question whether or not to hold the 2002 Nationals in Uvalde, TX was discussed during the Pilot Feedback session. Strong opinion on both sides of the issue were expressed. A subsequent survey conducted by CAS was evaluated. Pilot opinion on this issue are split fairly evenly. However, there is strong opposition from a minority of pilots. Based on the fact that there is no clear majority for Nationals in Uvalde and that holding a national competition outside the country is very controversial, the Sporting committee opted for having the 2002 Nationals in Canada. Since at this time there is no interest in the west to host the Nationals, MSC has offered to be the host for the 2002 Nationals.

Ongoing Projects

Decentralized Nationals

The Decentralized Nationals are an excellent means of involving new pilots at the grass roots level. The enrolment in the Decentralized Nationals has increased in 2001. This is probably due to the increased profile of this competition as well as the availability of a cash prize. The Sporting committee thanks Heri Pözl for sponsoring first prize for the 2001 winner.

There have been suggestions to score the Decentralized Nationals using the automated scoring of the Online Contest website. The Sporting committee is currently moderating a Roundtable discussion on this topic.

Team selection policy

Due to competitive changes in the Club class, the current team selection policy needs to be reviewed. Suggestions have been made to base team selection on a combined handicapped score of all classes currently represented at the Canadian Nationals. This would provide a good mechanism to select participants in classes that are currently not represented in Canada, such as World class, 18 metre class, and Open class. Furthermore, the TDT scoring system accommodates a wide enough range of handicaps for a meaningful combined score of all classes. The committee is currently moderating a Roundtable discussion on this subject.

Now, with the Worlds in the southern hemisphere behind us, the committee recommends implementing the provision to select the Canadian Team 10 months prior to a world level competition in order to ensure there is sufficient time for the team to prepare.

Refinements of TDT scoring

TDT tasking and scoring worked well during the Nationals 2001. However, the Sporting committee is currently considering reducing the home bonus from current 10% to 5% for arrivals under 500 feet agl to reduce the chance of multiple low and slow arrivals from different directions.

Align SAC trophies with Decentralized Nationals

The criteria for several SAC trophies should be aligned with the Decentralized Nationals in a meaningful way. This issue needs further study.

Individual SAC membership

The committee recommends that SAC reactivate individual SAC membership. Some Canadian competition pilots have no affiliation with Canadian clubs either because their clubs failed or because they usually fly in the USA due to lifestyle choices. Denying these pilots individual SAC memberships places unnecessary barriers in their way if they desire to fly in Canadian Nationals. In 2001, one of these cases caused a very divisive and destructive exchange on the Roundtable.

At the present, participation in Canadian Nationals has declined to the point where hosting the Nationals is financially only feasible at a few locations. We welcome US pilots to fill out the field. Under these circumstances it doesn't seem prudent to turn away qualified Canadian pilots over the issue of SAC membership.

Thanks In closing, I want to take this opportunity to thank my fellow committee members, as well as the CAS executive, for donating their time. Furthermore, I recommend that SAC recognize Nick Bonnière for his excellent work creating the scoring software and Ursula Wiese for maintaining the "*Book of the Best*" as well as records and criteria for SAC trophies.

Jörg Stieber, chairman

TROPHIES & AWARDS

FLIGHT TROPHIES

2001 was a year of excellent trophy flights in both central Canada and the west. I should mention that the job of the Trophy committee is much easier than it once was. Most claims are now backed up by GPS flight recorders, which provide reliable and detailed information about just about everything but the colour of the pilot's socks.

The **200 Trophy**, for the five best flights of a pilot with less than 200 hours solo, was won by **Ron Walker** of SOSA. Ron's best flight, which also earned him Gold distance and Diamond Goal badge legs, was 305.4 kilometres. He completed

the task in almost 4.5 hours at an average speed of 68 km/hr flying a Glasfögel 304. The flight was from Pendleton to Mallorytown, to Alexandria and return. A close runner-up for this trophy was **Chris Gough**, also of SOSA, flying an LS-8/18. His best two flights both achieved 302.4 km. Each was from Rockton with turnpoints at Mount Forest and Aylmer.

The best flight of the year for the **BAIC Trophy**, and the best five flights for the **Canadair Trophy** were both scooped up by long-time glider pilot **Tim Wood** of SOSA. All were flown from Invermere in the Columbia River valley of BC.



While in university in England, Tim learned to fly in a De Havilland Chipmunk. His instructor showed him how this light aircraft could take advantage of thermals. On immigrating to Montreal, he took one Blanik ride with the Montreal Soaring Council and became hooked on soaring. His work took him to a number of US cities, but when he and his wife moved to Colorado, he bought an LS-3A. This glider, which he still owns, allowed him to make serious cross-country and wave flights.

Tim's best flight, 776.1 km, which took place on 19 June, also won him a new Canadian record for a 3-turnpoint free distance flight. The flight lasted 9 hours and 17 minutes, for an average speed of 86.3 km/hr. It took place along the east wall of the Columbia Valley. Declared start and finish point was the Swansea hang glider launch site. Declared turnpoints were the Blaeberry bridge, Elko railway crossing and Mount Seven hang glider launch site. Tim's best flight was almost equalled by that of **Tony Burton**, flying from the same airfield, whose handicapped score for his RS-15 almost matched Tim's.

To earn the Canadair Trophy, Tim had additional flights of 727.1, 323.8, 667.6, and 463.9 kilometres.

The **Stachow trophy** for the highest flight in Canada, as well as a Diamond altitude, was won by **Phil Stade** of Cu Nim. Phil,

who flew with the Grande Prairie club before moving to the Calgary area, is a new instructor who kept his HP-18 in its box last season in order to concentrate on instructing. He flew a club Jantar to an altitude of 5420 metres during the Cowley Fall camp.

At first the flight wasn't promising. Released at about 9000 feet agl, Phil struggled for about three quarters of an hour at the south end of the Livingstone Range, watching gliders further north of him flying higher. After losing 1000 feet, Phil moved to the north and climbed to about 16,000. Using a nearby Blanik as a reference, he struggled through 16,000 or so, after which the wave became stronger. At this point, the glider was shaded by the lenticular above it. Phil's glasses began to fog, and his light gloves and running shoes didn't protect him much from the -40C temperature. When he saw that he had about 26,000 feet in hand, he pulled spoilers and headed for the sunshine in the eastern end of the valley.

His boss, when told of Phil's achievement, asked why he didn't just put his hand on his desk and hit it with a hammer.

David McAsey

OTHER SAC TROPHIES & AWARDS

Hank Janzen trophy

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

Chris Wilson of the SOSA Gliding Club is the winner for the year 2001. Chris has been the Safety Officer for the last four years. In that time Chris applied both his energy and a dedication to the awareness and the learning of all aspects of safety one might encounter at a gliding operation burdened with the attributes of growth, and increasing commercial jet traffic in the local area. Chris carried out his duties in an unobtrusive manner and managed to gain the confidence and respect of club members for this important work. He used the data and information that he collected to analyze and pinpoint the areas of most concern and has been proactive in implementing credible solutions to the safety concerns he has uncovered. For example he has diligently analyzed the different types of incident with a view to identifying their severity and the frequency of occurrence to calculate the corresponding risk and threat to overall safety. This work identified one of the club's largest concerns to be the possibility of mid-air collisions, particularly with commercial jets. Through the efforts of Chris and others, club pilots are now more educated about the air-space and in its safe use.

Most of all Chris has made others aware of the importance of safety and thinking about safety as a regular and normal part of flying activities. His dedication and concern about safety make the message he brings forward credible and more likely to be taken seriously by others. Chris is a very deserving winner of this important trophy.

Walter Piercy trophy *(instructor of the year)*

Fred Sharp of the Winnipeg Gliding Club is the winner for 2001. Fred has been the CFI for several years and has been a most dedicated person at the club. He has been working vir-

tually full time on various aspects of the training and flying operations and on revamping the club's ground school. Under his leadership and initiative, the club now has an alternate site where they can safely practise off-field landings. With Fred's participation, the club met with the Air Cadets to establish better liaison. Meetings with Nav Canada reps were intended to obtain better local forecasting for soaring pilots.

Safety issues remain of paramount importance in all aspects of Fred's contributions. He spearheaded a thorough review of the safety audit and identification of areas of operations needing further attention. And yes, he does instruct. For example, the club now has a group meeting with students at the end of the flying season to have them evaluate the instruction they received; topics of interest are discussed in detail. Fred is considered a very worthy winner of this trophy.

Ian Oldaker, FT&S chairman

Roden trophy (*club soaring skills development*)

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

In 2001, the 11-member **Prince Albert Gliding & Soaring Club** awarded two A badges, two B badges, one Bronze badge and two C badges. Runner-up, and also a consistent awarder of badges, was the Vancouver Soaring Association. Among its badges awarded were 19 A and B badges and 10 C badges.

David McAsey

COMPETITION TROPHIES

These trophies were awarded at the Nationals at Rockton (more details in *free flight 4/01*):

MSC trophy –

15m class Champion *Walter Weir*

Wolf Mix trophy –

Standard class Champion *Dale Kramer*

CALPA trophy –

Club class Champion *Adam Zieba*

Dow trophies – best assigned task flown

15m class 307.5 km @ 102.5 km/h *Ulli Werneburg*

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

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

Carling O'Keefe trophy – Best team

Pierre-André Langlois/Bob Katz

SOSA trophy – Best novice *Roger Hildesheim*