

**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2009
& 2010 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2009.

A more complete copy will be posted on the SAC web site after the AGM.

The full financial report is available from SAC upon request.

TREASURER'S REPORT

2009 WAS A TRANSITIONAL YEAR FOR SAC IN MANY RESPECTS. Most importantly there was the change in head office arrangements with COPA taking over, the closing of the SAC office, and the elimination of the Executive Director position following Jim McCollum's retirement. The SAC office has been closed and the Board is in the process of trying either to rent or sell it.

Taking on the Treasurer job from Jim has been a little difficult as I begin to understand the intricacies of the financial statement format and try to reconcile line items between 2008 and 2009. Here are some details of note on the 2009 statement:

- The SAC Youth Bursary program was introduced and twenty such bursaries were awarded across Canada.
- Canada participated in the World Junior Championships for the first time and SAC helped fund this.
- SAC financed the construction of three glider simulators.
- SAC's office condo is debt-free. The market value of this asset is at least \$110,000 more than its book value. It will provide an ongoing source of revenue or, if sold, a significant capital gain.
- SAC had a modest surplus of \$2153. Both revenue and expenditures were above forecast. The budget called for a surplus of \$10,000 to help finance participation in the World Junior Championships. As it turned out this was financed from the publicity budget, so the bottom line results were in line with the budget.
- Total revenue was about \$9000 higher than forecast – with membership fees and investment earnings largely accounting for this.
- The expenditures were above forecast. The cost of the office transition and the glider simulator program was underestimated. Revising the SAC by-laws also added to legal expenses.
- Other expenditure items generally came in below budget.
- One expenditure item of note is *free flight*. Tony has significantly improved our magazine and he has done this while helping to reduce costs. Going back two or three years, the budget for *free flight* was \$27,000 – in 2009 the expenditures were \$17,721. SAC now provides the Air Cadets on the League's glider pilot course with a one year subscription.
- As noted at last year's AGM, the value of SAC trust funds had been negatively affected by the global financial turmoil, but 2009 saw improvement. As a result of financial restructuring there were some realized capital losses; however, these were more than offset by unrealized capital gains. As a result, SAC's overall financial position improved significantly.
- SAC's overall financial structure, with a mixture of secure interest income assets, real estate and equities has served us well and contributed to our financial stability.
- The value of our portfolios continues to appreciate in 2010 and the outlook of most observers is positive.

- Finally it has to be noted that capital gains of our funds account for the bulk of the increase in SAC's financial position during the past twenty years.
- All of this is to say that SAC has done well financially for its members during the past 20+ years. Membership fees have been held well below inflation and have not changed in nominal terms for the past four years. In after-tax, inflation-adjusted terms, they are at a historic low, while at the same time services have increased.

David Collard

2010 SAC membership fee schedule

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

Comments

- Fees for all categories of membership will remain unchanged in 2010.
- Membership fees are eligible for a tax receipt.
- Half year rates are applicable after 1 August, but for new members only.
- Junior includes members under the age of 21 or a full time student under the age of 25 at the start of the membership year. This membership category has voting privileges.
- Youth membership is free and includes all members under the age of 19 at the start of the membership year. This membership category does not have a vote.

Commentaires

- Il n'y aurait aucune augmentation de cotisations en 2010.
- Toute cotisation est sujette à reçu pour fin d'impôts.
- Les tarifs demi-saison s'appliquent le 1er août, et pour les nouveaux membres seulement.
- La catégorie de membre « Étudiant » (Junior) comprend tous les membres qui ont 25 ans ou moins et qui sont étudiants à temps plein, ou les autres membres qui sont âgés entre 19 et 21 ans au début de la période de validité des cotisations. Cette catégorie de membre a droit de vote aux assemblées.
- La catégorie « Jeune » s'applique à tous les membres qui ont 19 ans ou moins au début de la période de validité des cotisations. La cotisation du membre ACVV « Jeune » est gratuite. Cette catégorie de membre n'a pas droit de vote aux assemblées.
- Consultez les statuts de l'ACVV-SAC « by-laws » pour toute information supplémentaire sur les catégories de membres.

SAC 2009 FINANCIAL STATEMENT – Summary

Statement of operations – as at 31 December 2009

	2009	2008
REVENUE		
Membership fees	\$102,590	\$104,100
Flight Training & Safety	11,365	11,440
Merchandise sales	4,497	8,350
Free Flight: ads & subscriptions	2,763	1,781
Investment income	27,158	20,251
Other income	4,518	1,813
Total	\$152,891	\$147,735
EXPENSE		
Salaries & professional fees	47,428	48,705
Occupancy	7,072	6,477
Office & insurance	4,710	6,193
Telephone/internet	1,488	1,554
Postage	970	2,891
Depreciation	4,152	4,152
Merchandise cost of sales	1,979	5,572
Free Flight	17,721	20,512
FAI Aero Club fees	6,900	5,825
Flight Training & Safety	21,362	12,626
Meetings and travel	14,595	17,125
Publicity	9,947	2,307
COPA management fee	10,000	–
Other	2,414	1,016
Total	\$150,738	\$134,954
REVENUE over EXPENSE	\$2,153	\$12,781

Balance sheet – as at 31 December 2009

	2009	2008
ASSETS		
Current		
Cash	\$ 39,859	\$ 37,237
Accounts receivable	8,329	10,986
Inventory	12,689	13,898
Mutual funds (unrestricted)	<u>295,259</u>	<u>301,186</u>
sub-total	356,136	363,307
Fixed (note 3)	43,435	47,587
Trust funds (restricted)		
Air Cadet	51,171	42,442
Pioneer	578,895	588,563
Wolf Mix	88,656	90,224
Peter Corley	5,383	5,404
sub-total	\$724,105	\$726,633
World Contest Fund	\$ 1,401	1,401
total	\$1,125,077	\$1,138,928

2010 BUDGET

	2010	2009
REVENUE		
Membership	\$103,000	\$100,000
Flight Training & Safety	10,500	10,500
Sales	7,000	8,000
Free flight (ads & subscriptions)	1,500	1,500
Investment income	15,000	18,000
Other	4,000	6,000
total	\$141,000	\$144,000
EXPENSES		
Salaries & professional fees	32,000	32,000
Occupancy	6,000	7,000
Office expenses, printing	6,000	7,000
Communication (phone, internet)	1,000	1,500
Postage	3,000	3,000
Depreciation	4,500	4,500
Cost of sales	4,500	5,000
Free flight	19,000	19,000
FAI / Aeroclub	6,500	6,500
Flight Training & Safety	12,000	12,000
Meetings and travel	18,000	18,000
Publicity	20,000	15,000
Other	3,500	3,500
total	\$136,000	\$134,000

Note to financial statement

- While this report is substantially complete, some details have been omitted for brevity. A copy of the full financial report is available from the SAC office.
- Significant accounting policies**
Contributions and donations – recorded as received, the restricted fund method is followed.
Inventory – stated at the lower of cost and net realizable value.
Depreciation – provided on a straight line basis over five years for office equipment and twenty-five years for building assets.
- Fixed assets** Fixed assets is mainly the condo office. Book value for 2009 was \$43,435 after depreciation.
- The new auditor for SAC is *Watson Folkins Corey LLP*.

MINUTES – 2010 SAC AGM

27 March, Silver Star Resort, Vernon, BC

Introduction

The 65th annual general meeting of SAC opened at 13:40 pm with a quorum present. SAC President, John Toles opened the meeting with a welcome to everyone and introductions.

Motion #1

Moved by Richard Sawyer, with a seconder, that:
"the minutes of the 2009 AGM be accepted." Passed

Presentation of financial report

David Collard presented the 2009 report and the 2010 budget. 2009 was a significant transition year given the retirement of Jim McCollum as Executive Director, the renting of the SAC condo, and the transfer of office management to COPA. There were some additional legal costs related to the preparation of the new SAC's by-laws. Items of interest were the expenses related to the glider simulator were placed in the publicity line item, the *free flight* expenses were substantially lower as a result of moving to a quarterly publication, and the lower book value of the SAC investments due to the market fall in 2008 rebounded more than budgeted in 2009. The membership fee schedule for 2010 is unchanged.

Motion #2

Moved by Sylvain Bourque, with a seconder, that
"the 2010 budget with its associated membership fee schedule be accepted." Passed

Motion #3

Moved by Eric Gillespie, with a seconder, that
"Adams and Associates Ltd. be appointed to do a review of the financial statements of the Soaring Association of Canada."

It was moved by Christine Timm, with a seconder, that as an efficiency measure SAC use the same company as does COPA, and the motion be amended that
"Watson Folkins Corey LLP be the appointed company." Passed
The amended Motion #3 then passed.

Committee Reports

Dan Cook introduced and thanked the members of the FT&S committee present. Dan presented a brief summary of the safety report and spoke to the main objective of the committee for 2010, to further develop the training package for the recurrent training of instructors with the use of the SAC flight simulators and associated video and prepared simulator scenarios. Ian Oldaker, representing the OSTIV Safety Panel, spoke to their new work on improving competition safety.

Keith Hay presented the Insurance report, with an overview of the quoting process. The Recreational licence for a tow-pilot is

acceptable, advanced ultralight aircraft may be used to tow, and commercial gliding operation/towing used in conjunction with a club is covered.

Eric Gillespie spoke on the status of the SAC by-laws rewrite. This update has been a longer and more expensive project than originally envisioned. A slight wording problem related to life membership was discovered in the final text that will be corrected at a later vote given approval of the new version.

Old Business

There was no old business.

New Business

Motion #4

Moved by Ian Oldaker, with a seconder, that
"A new category of SAC membership, the Youth member, be created. The Youth member is a regular member or Air Cadet member who is under 19 years of age at the time of becoming a SAC member for the current membership year. A Youth member shall be a non-voting member."

The new by-laws will not have an Air Cadet member category. A Youth membership will place all under-19s in the same non-membership-fee category. It was noted that a Regular member does have a vote, so John Mulder moved, with a seconder, that the terminology of the motion be amended that
"the wording, 'a regular member or Air Cadet member' be changed to 'an individual'." Passed

The amended Motion #4 then passed.

Motion #5

Moved by Tony Burton, with a seconder, that
"the revised by-laws of the Soaring Association of Canada be approved as presented."

Concern was then raised that not enough official notice had been given and that some members present had not had time to study the text of the new by-laws. The president noted that every club had the motion e-mailed to its current address of record and that the by-laws had been posted on the SAC web for [some time]. There was general agreement that there needs to be a better system of keeping SAC club data current and that clubs be proactive in having SAC info properly distributed.

A recorded vote by club membership was taken.
For 523, against 109 Passed

Motion #6

Moved by Sylvain Bourque at 16:35 that
"the meeting be adjourned." Passed

SAC BOARD REPORTS

SAC PRESIDENT – John Toles

2009 was a year of transition for SAC. After many years of dedicated service, Jim McCollum, our Executive Director, has retired. We had lots of notice and time to plan for this, but it has been a challenge. We determined that it would be very difficult if not impossible to find somebody capable of this position within the available budget to work out of the office condo. We were able to negotiate a suitable management agreement with the Canadian Owners & Pilots Association (COPA) to handle the day to day office operations. The directors and committees will assume more responsibility. I expect there will be some bugs from time to time, but so far the transition has gone quite smoothly. There will be advantages to working in cooperation with an organization in which recreational aviation is the main focus. There may also be some changes forthcoming that will be of benefit to SAC members.

Another large project this year has been the revision of the SAC by-laws. There are no major changes, but they should reflect the changes that have taken place in past years. This has taken longer than anticipated, but I think the results will be worth it.

2009 saw the implementation of two new funding initiatives. The *Youth Bursary Program* headed by BC director David Collard has proven to be very successful, and plans are to expand it. Dedicated funding to Canadian teams at the world contest level was also implemented. Financially, Jim left us in good shape. Day to day financial matters will be handled out of the office, with the board treasurer overseeing financial operations. The dedicated trust funds (Pioneer Fund, etc.) have recovered nicely from a year ago, and general revenue investments are providing a stable funding base. As a result, we have been able to expand programs with no proposed fee increases in recent years.

I continue to appreciate the dedication of the committee chairs and members. Scott McMaster has stepped up to chair the Airspace committee and has represented us well on a couple of recent issues. Jörg Stieber has been working with upgrades involving the Sporting committee including the ranking system, qualifications, teams, etc. Chairing the Insurance committee is often a frustrating and often thankless job, but Keith Hay has worked tirelessly to provide the best full group insurance plan available to SAC members. Dan Cook and his Flight Training and Safety committee are continuing to provide leadership in safety and training issues. Walter Weir continues many years of fine service overseeing the badge applications and FAI awards, and the list of committees goes on and on – Free Flight, Air Cadets, Medical, Technical, Trophies, Video Library, etc.

It has also been my pleasure to work with a very dedicated board of directors. Although representing a geographic zone, each has put the best interests of the whole organization first. This was my last term as SAC president. My position as director in-

cludes 2010 however, so I will still sit with the board for another year as Past President and representative for the Prairie Zone. I pledge my support and assistance to my successor.

PACIFIC ZONE – Dave Collard

The 2009 soaring season in the Pacific Zone (British Columbia) was not blessed with the best of soaring weather; however, as usual when the desire to fly is great, ways are found to make the best of what is given. It becomes obvious on reading the summary reports for the clubs in the zone that great effort is being put out to expand the flying activity and their respective membership, while at the same time having fun in our sport. The welcome mat is always out for those from other regions to come to BC to enjoy the unending beauty that we have the privilege of seeing as we soar over the peaks and valleys.

The Pacific Zone consists of four clubs: Canadian Rockies Soaring Club, Silver Star Soaring Association, Vancouver Soaring Association and Alberni Valley Soaring Association. In addition, there are three commercial operations: Invermere Soaring Centre, Pemberton Soaring Centre, and Vancouver Island Soaring Centre. The clubs in the Pacific Zone made the most of what was a challenging soaring season with few soaring days and reduced visibility due to the many forest fires. It was most gratifying to see the clubs in the zone take full advantage of the *SAC Youth Bursary Program* with VSA & CRSC sponsoring three candidates each and SSSA and AVSA having one each. The feedback I have received has been very supportive of the program and the benefits gained for all involved.

On behalf of SAC I attended the memorial service for Brian Allen and extended condolences on behalf of our soaring community. I am looking forward to the 2010 soaring season and the opportunity to visiting each club site.

Canadian Rockies Soaring – Ray Perino

The Canadian Rockies Soaring Club enjoyed an excellent training year, due in part to our regular summer scholarships and in part to an influx of un-soloed but highly motivated Air Cadets seeking their wings. We are especially thankful for the support from the *SAC Youth Bursary Program*, which enabled our club scholarship students to gain further experience in mountain soaring and cross-country foundations. Our young pilots achieved eight solos, seven licences, four B badges, several C Badge legs, and one C Badge. We are very pleased with our growing numbers of young students and pilots. Although we do expect some natural loss of participation as they move off to university and new jobs, we hope they will re-enter the soaring world with us or another club in the future.

Some of our natural enthusiasm for soaring this summer was dampened by the long illness and eventual passing of Allan Spurgeon. Al was a founding member and past president of our club who was always willing to pass on the great knowledge of soaring he acquired in the mountains of the Columbia Valley. Many of us learned to be better pilots by talking with Al and by replaying his flights from the OLC. He is dearly missed.

The club went through an arduous but rewarding rewriting of the club constitution and by-laws last spring. We are pleased and reassured that all of our members are now agreed upon the basic purposes of the club, and that we have clear guidelines for our club priorities, and procedures for achieving those ends.

The club has finally paid off its pair of trainers (2-33 and 1-26) and is on a relatively sound financial footing. Among other issues for the coming year, club members will need to consider the long term viability of the Invermere airport and the need for two-place training for low-time pilots moving into cross-country.

Our club continues to enjoy a very close and cooperative relationship with Trevor Florence's Invermere Soaring Centre. We are extremely fortunate to have Trevor's towing and maintenance services available to us daily.

We are hopeful that the economy will show some improvement in the new year. As a "destination" soaring area, we saw a significant drop-off in visiting pilots. A number of our long-time members also had their flying time affected by the general economic downturn in the Calgary area. Even with the reduction in total flights, Invermere recorded the eighth highest total of cross-country distances in North America, last summer. The Canadian Rockies Soaring Club is dedicated to providing a safe and enjoyable mountain flying experience for its members and visitors. We can't guarantee the weather but we can guarantee you will have a good time – plan to visit us this summer!

Vancouver Soaring – Dave Hocking

2009 was a year of stark contrast for us, we experienced some very positive things and yet had our share of challenges too.

We began with modest expectations due to the less than encouraging economic situation. Our goal for membership was less than we had seen in 2008 and reflected our uncertainty about the coming year. We decided to reduce our rates and offer some incentives in our flying packages to try and offset this. The early spring soaring was particularly good and got everyone thinking about the OLC and what was yet to come.

On 14 May tragedy struck when we lost our Deputy CFI, Brian Allen, in a motorglider accident. Brian had been a large figure in our club for nearly ten years and his loss was a huge shock. Together with Brian's family we helped each other come to terms with this as best we could. The effect on our activities is easy to imagine but we also knew that Brian loved to fly and that he would want us to go on doing just that. On 25 July we were able to host a memorial for Brian and give his family and friends an opportunity to say goodbye. I think I can speak for everyone in the club when I say how honoured we were to be able to do this.

Over the course of 2008 we forged some new friendships with our local Cadet squadrons and 2009 saw a repeat of their long weekend visits. In the third week of August we hosted a week long soaring camp for cadets from all over Canada and were blessed with fine weather all week long. The course was successful and a great deal of fun for all involved. Everyone hopes we can do it again in 2010.

The club continued to offer week long training courses this year and, although the first was hampered by poor weather, the second was perhaps the busiest yet and brought several new members to the club. Our activities with the *British Columbia Mobility Opportunity Society* also continued this year although they were beset with weather and logistical problems which resulted in much fewer flights than we'd hoped for. We are committed to continuing the program in 2010 and are eagerly awaiting the certification of hand controls for the Grob 103.

2009 also saw our participation in the first year of the *SAC Youth Bursary Program*. We took on three students who took full advantage of the incentive to advance their learning and enjoyment. We hope they'll be back with us again next year.

Summer came in hot and dry in this part of BC and with it the risk of widespread forest fires. This resulted in a temporary closure in our flying at a time which is usually very busy for us. Thanks to the efforts of several members, we managed to draw up an agreement with the BC Forest Service which allowed us to resume flying in certain areas whilst giving the helicopter traffic the freedom they needed to operate. We now have a template for future deployments which all agree is mutually beneficial. Unfortunately, we didn't fulfill all our plans for away camps this year but the June expedition to Ephrata saw some good flights from several members and featured large in our year end award ceremonies. There is already talk of next year's camps with a hope to include some of our newer members in the plans.

After a year of ups and downs we were fortunate to finish having flown slightly more hours than we'd budgeted for and with an increase in membership about 10% over our forecast figure. As usual, it was the efforts of individuals and small groups within the club that made everything happen and gave us a successful year despite the considerable challenges we faced. The club is involved in several initiatives which I think will keep it alive and well and I look forward to the 2010 season. My thanks to all who helped make 2009 a successful year for us.

Silver Star Soaring – Dave Collard

2009 was a year of transition for the club and due to the economy saw a reduction in income. Despite this the club ended the year on a positive financial footing, largely due to the increase in membership to 22. The decision was made to park the 1-23 and lease a second Blanik to determine the feasibility of having a second two-seat glider. Our 1-23 is now 53 years old and will be sold to further that plan.

The first flight of the season was on 6 April and the last on 18 October. We made 381 flights with 256 hours of flying. The club leased Blanik IRB from the Grande Prairie club for one year to determine the economic feasibility of having a second two-seat aircraft. The club participated successfully at the Vernon Regional Air Show on 21 June.

Dan Cook resigned from his position as CFI and will be replaced by Malcolm Rhodes.

ALBERTA ZONE – John Mulder

Another year of soaring winds down, and we start the provincial meetings and discussions in anticipation of our 2010 season. In 2009 there were several SAC events and a few changes to the organization. The SAC web site is designed so that members, through their clubs, can post stories and news for national exposure. If you would like to share something with pilots across Canada, write it, get it to your club web site representative, and have it posted. The SAC web site is only as fresh and interesting as the clubs who contribute to it.

The biggest success for SAC in 2009 was the implementation of the *SAC Youth Bursary Program*. \$10,000 was distributed to 20 candidates. The program continues in 2010 and there is hope that through donations more money will be available.

Another significant change is the move from our SAC condo in Ottawa to the COPA office. COPA has been contracted to supply clerical services to SAC while our directors and committees will take on more of the burdens previously carried by our Executive Director Jim McCollum, who did much more than was ever expected in keeping SAC a viable and effective organization. Some benefits that were unrealized at the initiation of this plan were the benefits our members may experience by being shoulder-to-shoulder with an organization with the membership numbers of COPA.

The 2010 Nationals are coming west to North Battleford. It should be another fun-filled competition and an opportunity to fly some cross-country, log some OLC points, and see how your day compares to your peers. If you are not able to fly in the contest, many hands are needed to help with the flightline, landout phone and some spare people to crew for those who find themselves short. The ground folks often come away with better stories and experiences than the pilots.

As always, I am proud to represent Alberta at the SAC meetings given that the Alberta Soaring Council is the strongest provincial organization in Canada.

The **Edmonton Soaring Club** had a real bounce-back year in 2009. Everything that could keep them out of the air seemed to come together in 2008. In 2009 we almost doubled the 2008 flights as well as spending two and a half times as much time in the air. Pilots who were not interested or prepared for cross-country flights could be seen 20 or 30 miles away just testing the air currents. Bruce Friesen didn't let up until he had fulfilled one of his soaring goals for a 500 kilometre out-and-return in his Austria, setting records to boot. For a couple of days he held the top flight of the day!

We did have a few landouts this year which just shows that we were at least trying. Gary Hill bought a Jantar and after just about two hours saw that his first flight is going to include a landout. Being an instructor for the first full year, Gary even took a student for a real-life field selection flight. Walter Mueller came down from Grande Prairie and showed us if you don't quite have it figured out properly the first time, you just go up and fly a 300 kilometre triangle the proper way – no big deal.

The new younger members helped to bring the average age down for the club. A special ground school was done so that one of them could get his licence after only four months, and another could write the Transport Canada glider exam before heading back to New Zealand for the winter.

The club house got a bit of TLC and a new roof and there was work on the runway to fill in some of the low spots with some of the high spots. The fleet grew with the purchase of a Blanik L-33 Solo and trailer. Insured by phone on a Friday, it flew on Saturday, then, while it was parked safely in the hangar, the trailer was blown down the runway and destroyed in a big wind storm. The club also lost the PW-5 trailer, and four of our members' trailers and gliders were damaged that same night.

We have ordered a new engine for the Pawnee. We got our fuel tanks moved and approved to government standards, a project that stretched over two years. A winch mounted on the Kabota tractor to lift handicapped people in and out of the gliders but we haven't gotten a sling yet. (The first winch was stolen from the hangar during the break-in).

The flightline software got tweaked and high speed internet got out to each end of the runway so we could enter all of our flights into the computer system live. A flight simulator with three LCD TVs and a sit-in cockpit was built for those rainy day flights. A web cam was installed to see what was going on at the field before making the long drive to the club.

There are some big plans in the works for 2010. The RV park needs some electrical upgrades before ESC hosts a practice contest for the Nationals, and a new hangar is in the works. A full-time on-site security residence is also in the planning stages due to past clubhouse and hangar break-ins.

Central Alberta CAGC became 20 years old this year – I wonder if our founders ever thought that a Schweizer 2-22 and a winch would inspire so many to do so much. The 2009 season started promptly in January with two projects. The twin Lark fuselage was a successful repair. Many club members attended the weekly meeting in the shop to assist. All would agree that members got a lot more out of the conversation and camaraderie than our mentors got in return labour. The wing repair now needs to be finished. We are expecting it to fly in 2010.

A surplus Air Cadet winch was bought (the demise of the old winch made the decision easy) and it was modified for synthetic rope. Although we didn't use the winch much in the spring, we finished the year with 235 winch launches and set a new club launch height record of close to 2500 feet agl.

Flying is infectious and again this year more private ships came to the Innisfail airport. One member is working on his K-7 and Ka6E (and built a brand new hangar to put them in). Late in the year a Nimbus 2 arrived and was flying before the season ran out. An RS-15 (C-GPUB) came and we hope to uphold its cross-country flying reputation. The rigging area just keeps getting tighter but it is an impressive sight to see them all together in the lineup.

Cu Nim 2009 was an incredibly busy year for Cu Nim. The executive and the club directors definitely deserve a break. The 2008 season ended with the unfortunate towplane accident at the end of the fall Cowley camp. The aircraft wreck was brought to Black Diamond and a number of AMEs were approached to obtain repair estimates. The final decision was to repair the aircraft, and in the process replace the wooden wing spars with the stronger aluminium spars, with the club footing the bill for the difference between the repair costs and the insurance payout. From the frame out, NJK is now a brand new towplane.

At the end of the 2008 season, the Cu Nim members had approved the purchase of a Schleicher ASK-21 with dual hand controls for the rudder. The original motion was to purchase the aircraft for delivery in early 2010 with a clause that we could take earlier delivery provided that no additional costs were incurred. There was an early delivery position which led to a frenzy of discussions as the club didn't have sufficient funding on hand. Funding fell into place thanks largely to member loans. The club also applied for numerous grants in order to fund the purchase. To date, over \$40K has been received and other grant applications are in the works.

One of the reasons for purchasing the ASK-21 was to obtain the ability to provide flight training to disabled individuals and to become a chapter of the *Freedom's Wings* organization <www.freedomswings.ca>. To kick start the Freedom's Wings program, Mike Clarke (a paraplegic glider instructor) spent a number of days at Cu Nim training our instructors as well as taking a number of disabled individuals for inspiration flights. The *Rick Hansen Foundation* generously provided grant money to pay for "inspiration flights" and we gained our first disabled student.

The post fall Cowley conditions were remarkably mild and we got a lot of late season flying done, especially in November when everything is usually packed away (and that has helped our income). Cu Nim has seen an increase in flying this year, mainly due to the adoption of a four-day flying week. This was very successful; we are even considering making it a five-day operation with a day dedicated to *Freedom's Wings* flights. The K-21 logged 177 hours and 368 flights from its June start!

This year the Cowley camps were disappointing. The summer camp was wet and then, sadly, so was the fall camp! Due to the inclement weather and snow on the runway, we had only three flights for the entire fall camp. Even given the on-and-off flying conditions this year, we had 888 flights this year compared to only 468 in 2008. In conclusion, it has been a good transition year and we eagerly await the start of the 2010 flying season.

Grande Prairie started the year with only six members and, partway through the year, two members moved away. A meeting was held in October and we decided to keep the club alive theoretically to be ready if new members can be found. Our Blanik was leased out to the Vernon club this year and a decision about 2010 use has not been made yet.

As for flying activities, only Walter Mueller was active by going to Chipman in May, June and August and to Cowley in July which included the 300 km Diamond goal flight in June from

Chipman. He logged 79 hours this year. In September, Jordie Carlson, who owns a powerful biplane with a towhook, gave Walter a tow from the Grande Prairie airport to a fly-in breakfast at Reg Isley's airstrip west of the city. The only glider landing at that airstrip among some twenty or so power planes drew some special attention, but unfortunately no new members. Well, there is always hope for next year.

PRAIRIE ZONE – John Toles

The Prairie Zone, representing Manitoba and Saskatchewan, consists of clubs from Winnipeg, Regina, Prince Albert, and Saskatoon. Spring was late, followed by "the summer that never came." Actually, the warmest month was September. However, the season did produce many good soaring days, the clubs were active, and members generally experienced a good flying season.

One highlight was participation by all four clubs at the Western Canada Soaring Contest held in North Battleford in June. It was attended by twenty-one pilots and crews with nineteen gliders and two towplanes from the Prairie, Alberta, and Pacific Zones. Prairie Zone pilots did very well, finishing first (Ryszard Gatkiewicz, PAGC), second (John Toles, SSC) and third (Jim Oke, WGC).

The Manitoba Soaring Council currently sanctions two provincial contests based on the OLC-Classic and FAI-OLC competitions. As well, a new MSC-sanctioned contest based on the Speed-OLC contest will be added, and the MSC Novice contest will be revised and added to suit the new OLC Novice pilot definition. The new Speed-OLC contest will be named in honour of Dick Metcalfe, a long time member of the WGC and MSC volunteer.

Another point worth mentioning is that Sport Manitoba has adopted the *Canadian Sport for Life – Long Term Athlete Development* model for sport funding provincial sport governing bodies. Manitoba is the first province to go in this direction, perhaps establishing a model for other provincial sport governing bodies.

Winnipeg Gliding Club The season began in 2009 on 25 April with a remote start-up at the high and dry Southport Aerospace facilities near Portage La Prairie, MB. Without the support of Wade Linden and the good people at Southport Aerospace the club would have been forced to wait until late May to start operations at their own field at Starbuck. The season was quite fruitful with six new glider pilots licensed or converted. At season end there were two other students very close to licensing. As well, two other glider pilots joined from other organizations during the year. In competition, two pilots (Jim Oke & Frank Cwikla) flew in the meet in North Battleford in June. Hopefully, one or more additional members may also attend the Nationals in 2010. The club season ended with last flights taking place on 24 October. Between seasons, one of the long time members and instructors purchased a Discus B. Hopefully, this will further increase the WGC presence on the OLC contest for 2010.

Winnipeg scored well in the OLC in 2009. Fifteen participants logged 95 flights for a total of 12,480 points with Russ Flint attaining the high club score and finishing first in the SK/MB region. As a club, WGC finished 4th of 24 clubs in the FAI category,

and 9th of 41 clubs in the CDNC category. Jay Allerdyce placed first overall in the Junior class, and 4th in the Novice Class.

Art Grant will be officiating at both FAI World Gliding Contests this year with financial assistance from Sport Manitoba. Art has officiated at the 2003, 2006, & 2008 FAI world contests.

Regina Gliding & Soaring Club The club continues to rebuild with three new members and two new students from the Canadian Forces Base Moose Jaw and from the Air Cadets. The club purchased a quad for moving gliders around the field at Strawberry Lake. The Grob trailer has been completely overhauled thanks to member Andrew Doepner, and the club Grob and Scout are in top condition. Private gliders flew the most hours. Orlan Dowdswell and Mark Westphal had some excellent flights in their DG-400, including 16 flights for 2840 points on the OLC and participation at North Battleford and at Cowley.

Prince Albert Gliding and Soaring Club started flying in earnest at the Birch Hills airport on 2-3 May with annual proficiency check flights and continued until late November. During March and April Dennis, Rob and Keith had worked on getting the winch ready for spring. A new drum and cover were constructed, the transmission was removed and overhauled, and the surge brake and wheel brakes were brought back into service. All the work that went in to refurbishing the winch this spring was very beneficial as there were no lost days of flying due to breakdowns this year.

At the Western Canada Soaring Contest, Ryszard Gatkiewicz, flying his LS-8 represented the club well, finishing in first place. As well, he and his crew took part in the Region 9 Standard Class Contest in Parowan, UT, finishing seventh. Ryszard also flew at Cowley.

This year three Air Cadet Members flew with the club. Another highlight was on 4 July when Trona Garvie from Media Group come out to the airfield and recorded some interviews and flights for an episode on flying that was broadcast on MAX.

The **Saskatoon Soaring Club** had another busy year with an increase in flight activity and membership. The season started with instructor and member check flights 2 May and instructional flights 3 May. During the season there were eight students including two that had been awarded SAC youth bursaries. One member (Ian) completed training to licence, two (Tom, David) attained solo status, others are at near solo stage. One newly licensed member (Matt) got training and type checks on the L-13. One member (Skyler) completed requirements for the Bronze badge, including a fun 50 km dual cross-country flight to Wakaw and return on a marginal, windy day.

Ground school was held during the fall (new PowerPoint format) with two member students, three potential students, and members dropping in for refreshers. A short PowerPoint presentation on soaring was developed for Air Cadets, and another for pilots with other licences.

Three pilots (Roy, Hank, John) took part in the Western meet at North Battleford in June. Roy also took his Open Cirrus to Cowley

and Invermere. The OLC is popular with members, with eight pilots logging 49 flights for a total of nearly 6000 points. Best flight was by Roy Eichendorf during the competition at North Battleford at 371 km.

A hard landing took the L-33 Solo out of service for much of the summer, but the repair went well and it was back in the air in September. The C150-150 towplane went into the shop after the season for an engine rebuild and general refurbishing, and should look nicer as well as provide safer and more efficient tows. The L-13 Blanik continues to prove a good training aircraft for both initial and cross-country training. We have not used the winch much recently, but it is still available as interest develops.

I appreciate the support and efforts of the members of the Prairie Zone during my term as zone director, and for providing the material for these annual club reports.

ONTARIO ZONE – Eric Gillespie

2009 was a busy year for a number of Ontario clubs (see reports below) and for SAC's Board of Directors. All members of the Board have been involved in various ways in new initiatives such as the *SAC Youth Bursary Program* and the transition from SAC's Ottawa office to administration and space sharing with COPA. The first application for world competition funding (Chris Gough – Junior Worlds) was also reviewed and approved with the pilot being awarded more than \$9000 in financial support. The task of revising SAC's by-laws has been completed and they will be presented for discussion and voting at the AGM.

Bonnechere Soaring – Iver Theilmann

There is not really too much to report for Bonnechere Soaring. We had quite a good season but again only gliding on one day a weekend due to our small membership. We are still just operating two gliders. Also, due to our numbers and location, no cross-country flying was done. This year we had three new students, a father and son, and a member from 427 Squadron from CFB Petawawa who is involved in the maintenance side of aviation. We are now well off for towpilots now having three available on a consistent basis.

We find that we now need more than one instructor. For the last couple of years we have only had enough student flying to keep one instructor current, so we made sure that the CFI was kept current. This meant that the other instructor (me) was not able to get sufficient instructing time to meet TC requirements for renewal of the instructor rating. Now that we have more students, this creates a problem if the CFI is not available and makes it harder for the club to grow.

In the late fall we were once again busy on de-brushing the perimeter of the airfield keeping the forest at bay. We continue to have a problem with some individual(s) who like to make ruts in the runway with a vehicle. Unfortunately we are never there to witness it happening. Being hidden in the bush doesn't help. Anyway, we are looking forward to the 2010 season and hopefully our new students going solo.

Guelph – Eva Dillon

Guelph Gliding and Soaring Association (GGSA) discontinued flying operations in Elmira at the beginning of 2009. Progress made in recent years to reduce club debt was countered by new, unexpected costs. A dwindling membership resulted in tow-pilot availability issues, under-utilization of club ships, and reduced club revenue. Faced with financial and logistic issues, GGSA elected to move their club aircraft to York Soaring and begin the process of dissolving club assets to repay private loans long term members had made over the years. YSA had previously extended an invitation to GGSA members to use their facilities in 2009 as guest members and encouragement from the Erin Soaring Society who, after ceasing independent operation joined YSA, were motivating factors in making the move.

Prior to moving to YSA, two club ships and one privately owned craft were damaged during a severe storm. The club's 1-26 was written off after it broke loose from its tie downs, contacted the adjacent 2-33, and came to rest upside down. The damaged 2-33 was sold to the Ontario Air Cadets. The privately owned ship had been stored in its trailer all winter and was uninsured. During the storm, the trailer was lifted off the ground, tumbled downwind and impaled on a fence post.

Over the course of the summer, the majority of GGSA's pilots continued to fly at YSA, Toronto Soaring, and SOSA. The GSSA Pawnee and 1-34 was sold to YSA to pay off remaining club debt and to keep both aircraft available to GSSA members at their new club. The Lark continues to be owned and flown by the 14 remaining GGSA members out of YSA. GSSA social activities such as summer BBQs and the annual Christmas dinner will continue for several years to come. Moving forward in 2010, GGSA members are joining YSA, who has fast-tracked full membership privileges to complete the transition. Although members of the club were sad to see operation in Elmira end, the majority of members will continue to be active in the sport and are adjusting well as members of a larger club.

London – Cal Gillett

We at London Soaring encourage badge flights and applaud members who strike out on a task and have the inevitable land-out. This is all part of cross-country and a great learning tool as to the preparation of getting members together as a crew. It is surprising that most members have never been briefed on the simple task of hooking up a glider trailer, making sure of the two means of attachment and ensuring all lights work properly for safety. All new members are teamed up with a mentor so they can learn the proper way of launching, retrieval and proper etiquette of glider field operation.

London Soaring has a small membership (33) compared to the larger clubs but, we promote camaraderie by having fun and involve all members to participate in the sport we love to do.

SOSA Gliding Club – Andrea Kuciak

The 2009 season has been the most challenging in the last 20 years. The economy has been the worst since at least 1980 and the Hamilton area had its second wettest season on record. In spite of this, SOSA had a decent year. While membership was down 10% to 154, flight numbers were only down slightly and

flight hours and revenue were above average. It is very encouraging that the membership is still happy and eager to fly.

Highlights from this season include transition to the ASK-21 for ab-initio training, selling our Jantar, and purchasing a second LS-4. The aerobatic training program was as busy as ever and SOSA again hosted the Nationals and an Air Cadet/Youth Camp. During the season SOSA, hosted visitors from the Jakarta Soaring Club and the Royal Canadian Air Cadet Instructors.

So, a challenging year, but in the end one that had many more positives than negatives.

Toronto Soaring – David Ellis

2009 saw a number of improvements at TSC. Firstly, our tow-plane received some extra TLC this year. The engine had been operating "on condition" for a number of years and at the end of the 2008 season we decided that it was time to act, so we had the engine rebuilt and reinstalled for the 2009 soaring season. Then at the end of the season, we replaced the fabric on the belly of the fuselage and completed a number of other maintenance activities. This work was completed with the hard work and dedication of club members.

Secondly, we had been discussing the make-up of our glider fleet for a few years and early in 2009 decided that it was time to change our primary training two-seater. Consequently, we sold our 2-33 to the Air Cadet League of Canada and replaced it with a Schleicher ASK-13 that we purchased from Air Sailing. The K-13 is not any newer than the 2-33 but judging by the comments from instructors and students who have flown the K-13, it has been an upgrade to our fleet. Thirdly, we saw an increase in membership numbers over the previous years. Three members from the former Air Sailing club joined TSC and we saw the return of earlier members and some new faces to soaring.

In the spring we anticipated more demand for club aircraft this year and brought our 1-26 back on line after some maintenance work. The club purchased a Colibri and installed it in our Junior to encourage badge and cross-country flying. We also saw the arrival of three additional privately owned gliders to TSC.

As everyone in south western Ontario knows, we did not have ideal soaring weather in 2009 but we made the best of it at TSC. We again hosted the Ontario Provincial Championships and were lucky enough to four days of competition. A good time was had by all and a competition report was written up in *free flight*. A few of our club members also made the trip down to SOSA and flew in the Nationals.

Sadly, 2009 saw the passing of Willi Deleurant. Willi was one of the club's founding members and the primary driving force behind the club for many years. The results of his contributions will be enjoyed at the club for years to come.

Rideau Valley – John Mitchell

Rideau Valley Soaring had a very wet summer, with many rained out weekends. However, the flying hours remained about normal, partly because of the mid-week flying activity, and because of the Lake Placid Wave Camp flying. In addition, flying hours

were increased by the larger than normal number of intro rides flown by the club.

	2007	2008	2009
Towplane	162	127	150
2-33	138	114	96
Puchacz	129	101	124
Grob	88	101	124
1-34	43	48	71
Total hours	560	491	565
Total glider hours	398	364	415
Avg hrs per glider	99.5	91	104
Membership	40	37	42

Two new instructors were trained this summer at the SAC training course, as well as a couple of new towpilots. There was heavy demand for training flights, and we had three new pilots and a number of new solo students, plus a number of cadets joining the club at the end of the season.

The existing gasoline tanks were replaced with ones owned by the fuel vendor. This was a relatively inexpensive project. The club paid only for the gravel and cement patio stones for the tank area. A 24' x 30' garage in the neighbourhood was moved to a new cement pad in the hangar area, to provide shelter for tractors and a small workshop. The garage was donated, but the cement pad and moving expenses were about \$10,000.

Financially the club is in good shape; the flying hours, memberships, and intro rides more than cover the operating costs. The club benefited slightly from a lower than projected cost of fuel for the season. The web site was upgraded to sell directly to the public "Intro Ride Certificates." This proved to be an excellent method of introducing potential members to the sport. Our webmaster (Tim Forbes) worked with our Treasurer (Ron Hunt) to allow credit card purchase of the certificates.

Over the winter the towplane (Citabria DQK) fuselage will be completely stripped down painted and recovered. This fuselage has not been touched since 1972, and we are fortunate that no welding was required. The club is budgeting \$10,000 for this project. About 6 years ago the club purchased new metal spar wings, so the combination of new wings and recovered fuselage should provide a reliable towplane for many years to come.

The program for next year should also include some method to stimulate badge flying. The interclub contest is very popular, and equipment is fully loaded on the contest days. However, there have been no 5 hour or 50K badge attempts recently, and there are a number of pilots ready for this step.

The number of members is probably maximum for the equipment and training resources we possess. At our AGM there will be a discussion regarding limiting membership, and possible purchase of another modern single seater aircraft.

EASTERN ZONE – Sylvain Bourque

L'année 2009 fut très ordinaire au Québec sur le plan météo mais très bonne sur OLC. Cependant, le printemps fut hâtif caracté-

risé par un faible enneigement printanier, un record de faible enneigement qui datait de 1941. Ceci a permis aux clubs de la région de Montréal de débiter leur opérations hâtivement dès la mi-avril. Nous avons eu plusieurs belles journées fumantes d'avril jusqu'en début de juin. Ce fut assez pluvieux et plus froid que la moyenne de la fin juin à la fin juillet. Nous avons eu du temps chaud pour terminer la saison avec un automne avec des températures supérieures à la moyenne. Les périodes de vent habituels générant l'onde à l'automne furent plutôt rares.

Malgré cela, 4 clubs de la région Est : MSC, AVVC, CVVQ et ACE, se sont démarqués sur OLC club en étant respectivement 2^{ième}, 4^{ième}, 6^{ième} et 8^{ième} place au Canada. Ces clubs ont rivalisé avec trois clubs des Rocheuses ainsi que SOSA en troisième place. Félicitations aussi à André Pépin qui a fait un vol de 572 km à partir d'Hawkesbury, en ayant comme point de virage St-Donat près du Mont-Tremblant !

La zone Est a perdu un club qui a cessé ses opérations à la fin de 2008. Les cinq anciens membres de l'Aéroclub de Outardes (ACO) ont joint l'AVVC, lieu où l'ACO opérait depuis 2006. La zone Est compte maintenant cinq clubs dont trois au Québec.

Weatherwise, 2009 was a very bad year in Quebec. OLC was very good. Spring came quickly because of the low snowfall – a record low since 1941. The club in the Montreal region started their operations sooner than usual. Spring had many good soaring days from April until June. After that, July and August were colder than usual and rainy. Fall was nice and warmer than usual. Wind was very gentle. No ridge or wave flying was possible this fall.

Even with this sad weather, four clubs of the Eastern region: MSC, AVVC, CVVQ and ACE did very good on OLC, finishing the year respectively in 2nd, 4th, 6th and 8th place in Canada. The eastern clubs were in competition with three clubs of the Rockies and SOSA at third place. Congratulations to André Pépin who made a 572 kilometre flight from Hawkesbury, having as a turning point St-Donat near Mont-Tremblant.

The Eastern Zone lost a club at the end of 2008. The five members of Aero Club des Outardes (ACO) went with Champlain (AVVC), the location ACO was flying at since 2006. The Eastern Zone now has three clubs in operation in the Province of Québec.

Association de Vol à Voile Champlain – Jean Richard

La saison 2009 a été un franc succès. Tout d'abord, grâce à des travaux de drainage, il a été possible de commencer à voler dès la deuxième fin de semaine d'avril, au grand bonheur des membres puisque la météo a été généreuse au printemps. Cette météo nous a ensuite fait faux bond au plus chaud de l'été, en pleine période de vacances, mais ce ne fut que passager, l'automne nous réservant plusieurs fins de semaine intéressantes.

Les nouveaux membres Chaque année, des membres nous quittent. Il faut bien les remplacer. Au début de la saison, l'arrivée de nouveaux membres se fit au compte-gouttes, mais la situation s'améliora rapidement par la suite de sorte que nous avons dû envisager de limiter les nouvelles inscriptions. Avec 65 mem-

bres actifs à la fermeture, la taille du club a atteint son niveau optimal.

L'école L'AVVC a servi de banc d'essai pour la mise au point du programme de formation en français. Des changements ont été rendus nécessaires suite à l'adoption de nouveau matériel pédagogique, en accord avec le FT&SC. Ce nouveau matériel a été bien accueilli par les instructeurs et les élèves et les résultats sont encourageants. Et toujours au niveau de l'école, l'AVVC continue à démontrer son leadership en offrant une fois de plus à tous les clubs de la grande région de Montréal un stage de formation théorique pour les élèves pilotes.

Le volet sportif La participation à la compétition OLC a été très bonne. Compte tenu de sa taille et de sa composition (une population jeune et trop peu de retraités pour faire tourner la plate-forme tous les jours de la semaine), le club s'est très bien classé au 4ième rang. Du côté de la FAI, quelques membres ont réussi certaines épreuves, durée, gain ou distance. C'est un progrès sur les années antérieures car ces épreuves étaient un peu tombées dans l'oubli.

Le matériel volant Plusieurs membres ont eu l'occasion d'apprécier l'ASK-21 démonstrateur, mis à notre disposition pendant une semaine en août. L'événement a ouvert la porte à la réflexion et à des discussions, si bien qu'en toute fin de saison, le club a fait l'acquisition d'un tel planeur, pour remplacer un L-13 qui a maintenant dépassé le cap des 5000 heures. Cette acquisition fait partie de l'effort de modernisation de l'école.

Les planeurs motorisés Bien qu'en propriété privée, la présence de quatre biplaces motorisés au club a donné l'occasion à plusieurs membres de diversifier leur expérience du pilotage et du vol à voile.

La sécurité Incontournables malgré nos efforts, quelques incidents se sont produits au cours de la saison, dont deux avec dommages mineurs – une commande de train mal verrouillée dans les deux cas. Un cas plus sérieux de marsouinage à l'atterrissage a causé des dommages plus importants à un motoplaner privé.

La saison 2009 est maintenant derrière nous et son succès nous amène à préparer celle de 2010 dans l'enthousiasme et l'optimisme.

2009 was a successful season. First, drainage system improvement made an early season start possible. It was welcome since spring weather was exciting. Unfortunately, weather was not so exciting in July and August, but we enjoyed nice soaring conditions at the end of the season.

Membership Every year, some members are leaving and need to be replaced. The first half of the season didn't see a lot of new members coming in, but situation reversed next to July, up to a point we considered to close our doors to new members. We ended the season with 65 active members, which is optimum for our club.

Training Following acceptance by FT&SC, new training material, manual, cards, videos, have been adopted and some changes to the training syllabus were needed. Both instructors and students were quite satisfied with that material. And as so far training is concerned, AVVC demonstrated once again its leadership by organizing ground school for all clubs in the Montréal area.

Sporting OLC was once again very popular among members. Considering its size and the fact that the club still misses some more retired people to make midweek operation possible, OLC results of 4th place were quite satisfying. Beside OLC, FAI badge legs were also attempted by some members, after a few years with no claims.

Gliders In August, we enjoyed a brand new ASK-21 demo for one full week. Most members who went for a trial flight agreed that it should make an excellent trainer. Some discussions later, the club got a used ASK-21 to replace an aging 5000 hour L-13.

Motorgliders We now have four motor twin seater, all of them private ownership. But even private, they gave to many members the opportunity to increase their experience, both pilotage and soaring.

Safety Even with a lot of efforts to avoid them, incidents still happen. Two of them followed a not properly locked landing gear and ended with minor damage. Unfortunately, a more serious case of uncontrolled porpoising ended with a broken propeller, a collapsed front gear and some front fuselage damage to a motorglider.

2009 season is done. Its success brought optimism and enthusiasm for 2010.

Montreal Soaring Council – Jean Lortie

- Membership 90 (82 active) down from 106 (95 active) in 2008 minus 13 members, weather and economics.
- 1637 flights, 2040 in 2008. Club minus 295 flights, private owners minus 131 flights.
- Early start mid-April, dry runway followed by regular flood weekly!
- Recurrent training up to 3 tows offered at 60% of regular tow fee to encourage annual checks and meet licence standard.
- Training of two new instructors in house.
- Introduction of the Google agenda, renamed the google patente, allowing everyone to know the instructor, tow pilot and pilots coming at the field on any particular day.
- 50% of flights on weekend, the rest during the weekdays.
- Introduction of glider rental by the minute without a 30 minutes minimum charge, to encourage private owners to rent a club glider when needed.
- Finished 2nd overall in Canadian OLC with some 50,000 km.
- New roof for the clubhouse.
- Again the Lake Placid NY mountain and wave camp took place at the end of September in collaboration with GGC.

Since we operate seven days a week, weather permitting, our members were still able to enjoy their sport at MSC for a 63 years of continuous operation.

- Adhésions, 90 (82 actifs) contre 106 (95 actifs) en 2008 baisse de 13 membres, météo et récession conjugués.
- 1637 vols contre 2040 en 2008. Club 295 vols en moins, privés 131 vols en moins.
- Début hâtif, mi-avril piste sèche suivi de déluges hebdomadaires.
- Vol de vérification option de 3 remorquages à 60% du prix régulier pour encourager la mise à niveau des compétences.
- Entraînement de deux instructeurs du club.
- Introduction du Google agenda renommé la Google patente, permettant durant n'importe quel jour de semaine de connaître la disponibilité d'instructeur, pilote remorqueur, de pilotes. 50% des vols la fin de semaine le reste en semaine.
- Introduction de tarif de location à la minute sans minimum de 30 minutes pour encourager les privés à louer un planeur club à l'occasion.
- Rénovation de la toiture du clubhouse.
- Le Camp de vol de montagne et d'onde à Lake Placid NY a eu lieu en collaboration avec GGC, de la fin Septembre à la mi-octobre.
- Le CVVM s'est classé 2e sur OLC avec quelques 50 000 km.
- 2 accidents, un à l'atterrissage en campagne (privé), downdraft suivi de virage bas et collision d'une aile avec la tête d'un arbre en dernier virage, perte totale. En circulant au sol, collision entre un avion remorqueur et une table de pique nique.

Le fait d'opérer 7 jours semaine à quand même permis à nos membres de pratiquer leur sport pour une 63e année consécutive.

Aéroclub des Cantons de l'Est – Marc Arsenault

En fin de saison 2009, l'ACE a vendu son ASK-21 à l'AVVC. Nous avons remplacé le biplace par un HK36 TTS qui assurera le rôle multi fonction de biplace et de remorqueur. Notre solide remorqueur (Juliette), un MS 893 E, a été mis en vente en décembre. Notre membership est resté inchangé à 15 membres. Notre participation à OLC demeure active malgré notre petite équipe: nous détenons la meilleure moyenne canadienne de distance par vol inscrit.

At the end of the 2009 season ACE sold its ASK-21 to AVVC. We have replaced our two seater by an HK36 TTS that will ensure the multi-purpose of two-seat glider and towplane. Our trusted towplane (Juliette), a MS 893 E, was put up for sale in December. Our membership has remained unchanged at 15. Our OLC participation remains active for the rather small team that we are – we hold the best Canadian average distance per flight.

Air Currency Enhancement Society – Bud Berntson

ACES realized a reasonable amount of flying in 2009, but is still limited by the lack of a serviceable two-seat trainer and a better base of operations than Debert airport. While Debert is an excellent gliding site, use is limited during the main gliding season because of intense activity by the Air Cadet Gliding Program and local Flying School. A search for an alternative flying site is ongoing, as well as restoration of a two-seat trainer. On a positive note, two new pilots were checked out in the 1-26, and we took ZDF to the Stanley Fly-in to increase interest in ACES. We also now have an air tow capability at Debert.

Flying activities The following is a breakdown of activities conducted by ACES members in club and/or privately owned gliders:

- Club glider ZDF 98 flights / 9.4 hrs
- Private glider RSN 6 flights / 2.9 hrs
- Private glider VKA 6 flights / 7.2 hrs
2 flights in Waterville, NS and 4 flights in Warren, VT
Larry Bogan soared to 7000 ft from a winch launch at Waterville and to 8000 ft from an airtow launch at Warren.
- Private glider N17YC. 34 flights / 18.5 hr
Mostly at SOSA for the Air Cadet test series
Charles Yeates also flew 23 flights / 70.6 hrs in various Duo Discus while in Australia in Nov/Dec 09.

Flying Training

No flight training took place due to the lack of a 2-seat trainer.

Flight Safety

One minor flight safety incident occurred when one of the pins to secure the rear canopy of ZDF was not installed properly. No damage occurred and the problem was rectified after one flight.

Club de Vol à Voile de Québec – Richard Noël

Le membership du CVVQ si tient toujours aux alentours de 50. Ce nombre nous convient bien avec la disponibilité de nos instructeurs et la taille de notre flotte. Parmi ces nouveaux, il y a toujours quelques pilotes avion, qui implique une charge moins lourde à nos instructeurs.

La mauvaise météo de 2009 nous a privé de plusieurs vols les weekend, mais les revenus ont terminé à peu près pareil que l'an dernier. Notre santé financière est très bonne et nous avons des projets pour renouveler notre flotte.

Nous avons retapé un planeur "vintage"; c-à-d un AIR100 fabriqué par ARSENAL FRANCE, No. de Série 1. Ce planeur fut donné par Alexandre Krieger à notre club, et remis en service par Claude Rousseau. À son premier vol, il a volé côte à côte avec un Ka6CR. Les deux ont une performance à peu près égale, mais le AIR100 semble encore mieux flotter.

Côté sécurité, il n'y a eu qu'un incident, une verrière mal verrouillée qui s'est terminée par une destruction de celles-ci avec une bonne peur pour le pilote. Nous avons remplacé la verrière et le planeur est en service.

Depuis 2 ans, l'engouement pour OLC a développé une motivation certes pour la distance, et ce, plus que pour les épreuves FAI.

COMMITTEE REPORTS FOR 2009

AIR CADETS – Jim McCollum

There were 45 Air Cadet members of SAC clubs in 2009. This is down somewhat from the previous couple of years; however, at 110, the combined total of air cadets and juniors was in line with recent results. The change may reflect, in part, the way membership is handled for temporary cadet programs – such as last summer’s program at Hope. It also reflects to some degree cadet members becoming junior members, once they are no longer eligible to be cadets.

All cadets who go on the Air Cadet League of Canada’s glider pilot training program now receive a full year’s subscription to *free flight*, compared to one issue in past years. The League covers the postage, while SAC provides the magazine free of charge. Additionally, as in past years, SAC provided A badges to the graduates of this program.

The Vancouver Soaring Association hosted a very successful program to expand and enhance BC cadets’ piloting skills. It is possible that this program may be expanded to other parts of the country. Several clubs nominated cadet members for SAC’s youth flying bursary program and nine of the twenty recipients were cadets. David Collard, the SAC director for BC, presented a soaring seminar to Comox cadets.

The Department of National Defense has signalled that it would like to enhance its glider pilot training program and include soaring and cross-country flying and I attended a meeting on this issue at DND last spring. DND and the League have expressed an interest in gaining access to the FAI badge system and there have been some preliminary discussions about this. It seems fair to say that the Air Cadet/DND/SAC relationship is on a very positive track and current cooperation is probably better than it has ever been.

AIRSPACE – Scott McMaster

This year has been a relatively quiet one for the committee.

The FAI Commission on Airspace and Navigation Systems continues to sort itself out. It is still in a consultation and information sharing stage but it is shaping up to be a very important resource for future airspace issues.

The only major event in Canadian airspace was the wrapping up of the changes flowing from the Windsor – Toronto – Montreal airspace review. Fortunately these changes have had fairly minor impact on the soaring users in the area.

Ian Grant has taken a job assignment out of country and hence I have taken over from him as committee chair. I would like to thank Ian for his years of service and also for agreeing to remain active in an advisory role to the committee.

FAI AWARDS – Walter Weir

The latest revision of the Sporting Code, the document that lays down the rules for badges and records, was made valid as of 1 October 2009. The major changes are the elimination of camera evidence for validating turnpoint achievement and rules for the use of commercial off the shelf (COTS) GPS units for Silver and Gold badges.

I haven’t had a claim using camera evidence for at least two years so that change will have little effect.

The use of COTS loggers, called “position recorders” by the IGC, is potentially more complex. Each make and model must be separately approved by SAC. The recorder must not extrapolate points in the case of signal loss – each recorded point must be an actual fix. GPS altitude is not allowed – only barometric altitude is valid – so in most cases a separate mechanical barograph must be carried. A verifiable .igc file must be produced by the download software or some means such as a digital signature must be used to verify the .igc file. A guide to applying for approval of specific units is available on the SAC web site in the Documents Vault, Badges and Records, page 2. As far as I know no one in Canada is working on an approval.

A list of the COTS position recorders which have been approved by other countries is available at <www.fai.org/gliding/position_recorders>.

As for other Code changes, some of the “gotchas” have been removed but it’s still necessary to be careful. Download the code from the SAC web site or from <www.fai.org/gliding/sporting_code>. For badges read Chapter 2 – it’s less than two pages. Then read, in Chapter 1, the definitions of the terms used in Chapter 2. It doesn’t take long and if you intend to make a badge claim it could save you a lot of grief.

The table below shows that 2009 was better than 2008 and just slightly below the five year average for badge achievement.

FAI badge and badge leg statistics, 2000 – 2009												
	00	01	02	03	04	05	06	07	08	09	5 yr avg	% of avg
1000 km	1	0	2	0	0	0	0	0	1	0	0.2	–
750 km	-	-	-	-	-	1	1	2	1	0	1.0	–
Diamond	2	1	2	1	1	1	0	1	0	0	0.6	–
Gold	5	5	5	7	2	5	1	2	3	4	3.0	133
Silver	7	8	19	19	7	7	13	16	9	10	11.1	90
C Badges	15	38	57	26	18	33	19	27	21	23	24.6	93
Badge legs	67	71	111	99	51	47	60	90	40	55	58.4	94

Of the 55 badge legs, 7 were Diamond, 9 were Gold and 39 were Silver.

FLIGHT TRAINING & SAFETY – Dan Cook

Safety 2009 Tragically we had another fatal accident this year. The fact that experienced, competent pilots can fall victim must give us all a wake-up call that we are *all* susceptible to human factors (HF) and must do something about it, now. This is especially important since we had a poor season of weather last summer and this often results in higher accident rates the following year. It's time to think about what you can do for your personal recurrent training, and what we can do collectively in clubs to protect ourselves. Any club not starting with a safety meeting in the spring to discuss HF and other safety issues is setting themselves up unnecessarily for safety challenges. Most accidents were by experienced pilots in 2009! (*See the separate SAC accident report on page 17.*) It is a good place to start your spring safety discussions.

Formal SAC accident reports are not being forwarded to SAC. Most information comes by e-mail to the FT&SC from third parties, which I am grateful for. It seems that if we have an accident we don't really care if it happens to someone else. This is a reflection of our safety culture. Pilots – please forward a copy to sac@sac.ca.

National Safety Program

The NSP has been simplified and can be described as hazards/risk assessment/mitigation plan/stakeholders/follow-up. This process is completed at the club level and is a club plan, *not* a SAC plan for clubs. Performance measurement for the NSP is based on SAC getting a copy of the Club Safety Plan or Safety Program Manual. In addition, NSP performance measurement is based on receiving annual safety reports from clubs, copies of accident/incident analysis, triennial Safety Audits, and individual accident reports from pilots. From the SAC Safety report you can see we are not doing too well when we look at these parameters. Some clubs have sent in their Safety Program Manuals. It's a start.

Where does SAC and the FT&SC fit in? SAC members and our group insurer have demanded oversight to help reduce the accident rate. It's human nature to relax if no one is watching, so we make less of a planned effort on safety matters to have more time to do things we like. Change is uncomfortable and we are mentally hard wired to avoid it. We want clubs to think about what needs to be done in their club and to support the clubs with some process tools. These can be found in the NSP or in more detail in the Safety Officer Training Package available on the SAC web site.

The only leverage we have as a cooperative organization is through the SAC President's, Zone Directors' and Club Presidents' persuasive capacity to show that volunteer oversight and mutual cooperation is necessary. Without it we are admitting we need government oversight, which no one wants! Members want the FT&SC to be proactive and provide information and tools, and that's what we are doing. Everyone doesn't have time or money but somehow we must make the effort or nothing changes. Safety in our organization is evolutionary not revolutionary, it starts with small steps at the local level.

SAC safety seminars

It was apparent at the 2009 OSTIV Training and Safety Panel (TSP) meeting in Terlet, Holland, that countries which had national safety seminars experienced decreases in accident rates for a few years but then increases three years following any cessation of their safety seminar programs. The spikes in national accident rates prompted Sweden's *Stop Crashing* safety seminars and Germany's *FLY TOP* safety seminars. In Germany the chances of being killed in a glider is 1:2500 a year, in the USA it's 1:2000, but in Canada it is 1:1000!

The purpose of the SAC safety seminars will be to stimulate safety programs and practices at the club level with a focus on recurrent training. The intention is to introduce the simulator as a recurrent training tool. Our target audience will be both the new and experienced club pilots. This is intended to be a "hands on" participative interactive experience. You will learn from each other. The seminar will review three major points: the National Safety Program processes and systems approach to safety, the national accident situation and the major Human Factors affecting it, and recurrent training scenarios conducted on the simulator.

The first year of the plan for 2010 is to train the trainers and introduce and refine the pilot seminars at the regional level. In 2011 the goal is to take the seminars to several of the larger clubs at the regional level, with the aim of reaching as many clubs as possible in the third year of implementation. We hope as a result that clubs will be interested in developing their own recurrent training programs in a simulator and all pilots will be able to review emergencies in the off-season.

SAC instructor course

Last year courses were held in Quebec with Gabriel Duford and in southern Ontario with Richard Sawyer, training only six candidates in all. We anticipate that demand will be higher in 2010 and there is a course planned for Hope, BC in late May and another for Chipman, AB in June or July. Courses for the Ontario region will be identified when clubs have indicated a need and when a club is willing to host. Gabriel will continue to run instructor training at Champlain, starting spring 2010.

Currently our committee is developing video preparatory ground instruction for the 10 lesson flights of the instructor's course. In addition, we plan to have the course theory material online. John Mulder has volunteered to help with the implementation. Other Class 1 instructors who wish to be course conductors please contact an FT&SC member.

SSA annual meeting

Members of the OSTIV TSP have been asked to make presentations at the SSA annual meeting. Several countries including Canada will present safety information and programs. Canada will present plans for safety seminars utilizing simulators.

TC meeting

The FT&SC chairman attended a TC meeting with Arlo Speer, Chief of Licensing & Registration, in Ottawa to discuss *Freedom's Wings* training. Speer pointed out that the licensing requirement for a disabled person to conduct a preflight

inspection was basically what we teach as the preflight walk around. It is understood in gliding clubs that we also conduct more detailed daily inspections and a disabled person may require club assistance for this type of inspection. With respect to the use of pilot assisting devices such as removeable hand controls, we did not get a definitive resolution. Speer had requested that the Maintenance Standards department look into how the issue can be resolved. In the USA, removeable hand controls for rudder and other devices are being used within the regulations.

TC "Aviation Safety Letter"

We have forwarded several articles to the editor to provide some gliding content. Ideas or suitable articles are appreciated and can be forwarded to the FT&SC.

FT&SC projects

Airmanship PowerPoint presentation posted on SAC web site for club use.

Collision Avoidance PowerPoint presentation available for club presentations on CD.

The Daily Inspection DVD available in spring of 2010.

Preparatory Ground Instruction DVD available spring of 2010.

Approach Scan Technique PowerPoint presentation posted on SAC web site for club use.

Instructor Course Flight Briefings DVD will be available to course conductors in spring of 2010.

Online Instructor Course package Plan is to develop the package for 2010.

Instructor Refresher Training Package Under construction.

FT&SC blog

Too many issues have been dealt with during the year to list in this report. The results of these discussions have been put into the blog as Q&A and will serve as a quick reference. The blog is posted on SAC Roundtable under Safety.

L-23 spin procedure

Jean Richard pointed out that the spin recovery procedure in the manufacturer's Aircraft Flight Manual differed from CS-22 standard spin recovery method. In addition, the published Blanik method did not always work. Our committee has discussed the issue with the OSTIV Sailplane Development Panel (SDP) and the TSP. The SDP has advised that the L-23 manual is correct and there is no translation error. Accordingly they stated that although desired, no universal spin recovery method is applicable to all sailplanes. The SDP recommends that pilots/instructors follow manufacturers' procedures in the Aircraft Flight Manual/Pilot Operating Handbook (AFM). If pilots experience problems with procedures in the AFM they should contact the manufacturer directly who have the expertise to identify/rectify the problem. Our committee recommendation is to continue to teach the standard method of spin recovery in initial training as it applies to most gliders and, where applicable, follow the AFM if there is a conflict between spin recovery methods.

Note: instructors should be familiar with the AFM spin recovery technique for the two-seater in which they are instructing, and how this compares to the "standard" recovery technique,

and that they should know what the effect on spin characteristics is when the cg moves further aft. A light weight student, for example, may need to carry ballast when going solo!

OSTIV TSP meeting summary – Terlet

- National safety reports and accident rates showed that the number of accidents went up if countries did not implement national safety seminars. The more clubs visited and the more pilots participating, the more effective the message and results. If the time lapsed since the last seminar was about three years, then the national or club accident rate started to increase!

- Human Factors Pilot attitude is fundamental to airmanship. Good judgement includes additional elements of skill, knowledge, confidence, and responsibility. We forget to emphasize this in training and focus on skill and knowledge. (Ref: *Redefining Airmanship* by Tony Kern – Amazon.com.) The Dutch airmanship presentation is available on SAC web site.

- Accident statistics where FLARM was used in congested flight areas such as mountain, ridge, and contest flying demonstrated it reduced accidents substantially (zero for most equipped gliders).

- Scenario Based Training was agreed as a key in recurrent training and to make training more relevant to experienced pilots. Flight exercises were flown to validate national techniques during the session.

- Older pilots are at higher risk if first learning about flight or beginning to fly at an older age (50+). Pilots trained younger who stay current are at much less risk when over 50. See graph/article in TSP report.

- Synthetic winch cables (Dynema/Spectra) are lighter and allow steeper climbs sooner. The lighter cable has problems with cable drift in crosswinds during a launch malfunction. If soil is sandy on field, premature cable wear can result. Synthetic also requires polished drums.

- Simulator use in Sweden and Holland reduces training time in ab-initio training but only a portion of the total training time is done in simulator. Condor seem to be preferred software because it has more detail closer to ground and the glider performance more realistically matches actual aircraft. They use the K-21 cockpit in Holland and bungee cables to substantially stiffen the controls. They also use smaller 6 foot screens made of fabric on wooden frames. Less than 8 foot screens made it a little more difficult for rear pilot to sense motion, but good in front seat.

- USA has web-based training modules for wing runners, etc. SSA Safety Foundation does site visits with verbal reports only. Safety seminars are 1/2 day to 1 day long. Most launch accidents occur after the glider pilot initiates a release with no plan what to do next. Recommend having student call out height and airspeed in rope break training to develop the habit of awareness.

- Sweden – their *Stop Crashing* program is a seminar for their national safety program. As one result they have removed gear alarms from aircraft, as the distraction caused more additional control problems in crash studies.

- Denmark – pilots cannot renew the glider's C of R each year if the owner does not provide safety data, which includes the number of launches, outlandings and total hours flown.

- Holland issued a safety alert that the DG 505 seat cords on

rear seat can let seat fall forward and jamb control stick. They use an SF-22 touring motorglider (TMG) for the "Fast Track to Soaring" program – 5 hours dual in TMG then in a K-21 because this TMG closely matches the K-21 in speed, handling, and performance. They teach primary effects of controls through to circuits in the TMG. Comment from a Dutch instructor was that they train glider pilots faster, but they don't necessarily stay with the club flying gliders and switch to the independence of a TMG or power plane flying.

- Switzerland – noted that older pilots are flying less but having more accidents! The trend may be bigger than we think!
- After TSP discussion there are now fifteen separate spin scenarios. Added were: tightening thermal to centre core, low altitude circling of a landmark, and turning low in windy conditions (illusions created by drift).
- OSTIV TSP Chairman, Ian Oldaker, has been requested to present his paper on *Pilot Safety in Gliding – Recommendations from the OSTIV Training and Safety Panel for Immediate and Long-term Initiatives and Systems Approach to Safety* to the IGC and the SSA Convention 25-28 Jan, 2010. He will also run a seminar on improving pilot safety for the SSA Instructor revalidation clinic. The IGC paper is based on safety management principles and Human Factors experience.

members: Dan Cook, Joe Gegenbauer, Gabriel Duford,
Bryan Florence, Richard Sawyer
Ian Oldaker: OSTIV TSP Chairman

FREE FLIGHT – Tony Burton

The 2009/4 issue was the 170th to come out of our house since Ursula then I began editing *free flight*. There was a big change to the magazine when it went quarterly beginning with the 2008/3 (Summer) issue. The advantage to SAC is that the annual printing and mailing costs are reduced. The advantage to Ursula and me is that we now have more free time between issues to spend on longer vacations to exotic places like Switzerland before we're too "retired" to hike.

Thanks as always to Ursula for her highly expert copy proofing – it is a much more daunting and detailed job than most people realize. Thanks also to all you photographers, particularly Maria Szemplinska at SOSA who has a very good eye for composition. Even if some photos are not used, the good ones are on file. If you have a lot to offer, send samples of your best at low resolution and then I can select a few to be sent at high resolution. And thanks to all who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content.

Make use of the over 77,000 word "searchable" *free flight* index on the web page – it is an eminently useful resource – this magazine contains a lot of valuable information which *does not* go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It is all available with a few keystrokes. I particularly wish to thank Susan Snell in Winnipeg who has been assisting me with any index problems and regularly uploading current versions to the web site. Remember also that almost any history question you may have has an answer in Ursula's *The Book of the Best*.

Please let me know what you are doing at your club that is of interest or value to others across the country. I remind club executives to ensure that *free flight* is on your newsletter mailing list (if you don't have one, 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.

INSURANCE – Keith Hay

For those with questions or comments regarding the insurance plan, please use the SAC Insurance committee address, insurance@sac.ca, as it is usually the quickest and easiest way to reach me. I do try to reply to people within a couple of days, though it sometimes may take somewhat longer depending on holidays and more complex issues.

I want to thank all the club treasurers in distributing and collecting the renewals for their club and private owners. Their work helps ensure that both insurance and SAC membership are both processed and kept as close in sync as practical.

As you can see in the table below, our loss ratio moderated slightly from 2009, but still remains relatively high. Both 2008 and 2009 show the impact that one or two significant accidents across the country can have on the plan as a whole. I suspect we will continue to see this as the average hull value of our ships continues to increase, particularly the number of \$100K+ ships. This is in part due to clubs modernizing their fleets, always a great thing to see!

SAC continues to apply a "Claims Surcharge" to those with claims in the last three years. This amount is in turn rebated to all owners with a claims-free record in the form of a No Claim Bonus at each renewal. For 2009 the plan rebated a total of \$5444 to those owners with claims-free records.

As I write this report, we are in the process of starting to ready Requests for Proposals to send to interested underwriters in the Canadian market. Once we have received responses, they will be evaluated and we will finalize any changes for the 2010 plan. While we are hoping to see no significant change in rates, this may prove to be challenging given our 96% hull loss ratio and 63% combined. We plan on having the plan renewal complete in time for the SAC AGM in Silver Star. Hope to see you there.

The 2010 policy year will run from 31 March 2010 – 31 March 2011. Renewal packages this year will be sent out to each club treasurer or contact in the last half of March in advance of the 1 April renewal date. Private owners should contact their club insurance contacts if they have not heard prior to 1 April. As in previous years, coverage will be extended for the month of April to re-newing owners to allow for the renewal process. While this standard extension does provide coverage, it is important to send your renewal to your club contact as early as possible.

We have had several instances the last couple of years where we have had to send out reminders to aircraft owners several

months into the policy year. Late payment of your premium can result in your coverage being called into question and a claim potentially being denied by the insurance company.

Your SAC Coverage – major points

Glider purchases We have had several cases over the last couple of years where confusion occurred with the purchaser of gliders. Responsibility for insurance coverage should be included in the purchase agreement. We have had instances where the purchaser was not sure of the coverage they had on their glider as well as instances where the seller may wish to “transfer” the existing insurance coverage to the buyer. The purchase agreement should spell the effective date of transfer, the levels of coverage in place, who is responsible for notifying the broker and any price adjustment agreed upon between the buyer and seller. Although there is no charge to transfer the SAC insurance, we need to be notified of any ownership and or lease changes.

Alternatively, the seller may choose not to transfer coverage, in which case they contact us and are entitled to a prorated refund of premiums. The purchaser must also then arrange for insurance coverage for their new glider.

While we are all aware of the insurance premium we pay at the beginning of the year, what exactly are you buying with that premium? While this report touches the major points, both the plan coverage summary and policy document are available from your club treasurer. It should be required reading for all club executives and private owners. This helps to ensure that not only do you know what is being provided, but also what your responsibilities are. Claims reporting guides are also available to keep in your aircraft should an accident occur.

Hull liability This is the coverage that covers most accident damage to your aircraft. It covers the aircraft and its

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

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

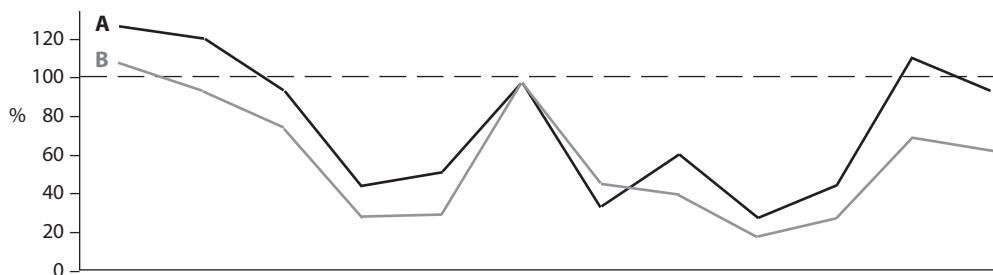
General aircraft liability This coverage provides payment in the case of damage to third party property, and bodily injury to third parties that may occur involving your aircraft while it is “in motion”. Claims in this area are the ones that are potentially HUGE. Imagine the medical bills should a bystander or passenger be injured while operating your glider. Coverage is available in \$1,000,000 and \$2,000,000 amounts per aircraft and, unlike some policies we have reviewed in the past, the complete amount is available regardless of the number of people involved or type of expense. There is no deductible for this coverage.

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

Airport premises liability Coverage for all clubs in the plan is mandatory. This covers airport premises and operations other than aircraft to a liability limit of \$2,000,000. This

SAC INSURANCE HISTORY, 1998 – 2009

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Insured Clubs	37	39	41	38	35	33	36	32	29	29	23	23
Total Aircraft	411	359	376	306	276	351	368	337	336	313	288	295
Hull Value (\$M)	10.15	10.55	10.89	9.49	8.56	13.35	13.60	12.7	12.3	11.7	11.5	12.0
Hull Loss Ratio (%) A	127	120	92	42	51	97	32	60	26	42	110	96
Total loss ratio (%) B	108	92	73	26	29	96	45	38	16	27	68	63
No claim bonus paid (\$)								9659	7632	8400	6585	5444
Claims surcharge (\$)								8261	9276	8222	4357	9120



coverage provides important protection to clubs for damages and injuries that could occur on their airfield (owned or leased), which do not involve aircraft. Note this does *not* provide liability coverage for your clubhouse or other facilities. This coverage in the general marketplace typically costs a minimum of \$2500. The premises liability coverage also provides \$100,000 of coverage for "Instructor Errors and Omissions".

Claims service and legal representation

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

Here's hoping a fun, challenging and safe year of flying for everyone in 2010.

RECORDS – Roger Hildesheim

Multiplace and legends were the dominant themes of 2009 record flying activity. Of the eight 2009 Canadian soaring record flights, a couple stand out as particularly unique. Charles Yeates and his able copilot Kris started the year with a couple of solid multiplace records flown in Namibia, the first Canadian soaring records flown in that country. Well done Charles. Meanwhile back in Canada, Bruce Friesen was busy showing us what can be done with classic "wood" and some great western soaring weather. The fact that this record was a predeclared out-and-return flatland task flying a classic Standard Austria is truly exemplary!

Additional territorial record flights were also flown by Jerzy Szemplinski and Ian Spence with Charles & Kris rounding out the year with three more citizen records flown in Australia.

One point regarding flight declarations – please remember that any declaration must be made prior to launch. This applies for all claims including self-launch gliders.

Finally, records certificates will be printed and sent to each new record holders prior to the start of the 2010 flying season. Congratulations gentlemen!

2009 record flights

Pilot	Ian Spence
Date/Place	4 June 2009, Invermere, BC
Record type	Free O&R Distance, Territorial, Club, 15m, Open
FAI Category	3.1.4b
Sailplane	Ventus 2cT C-FYSG
Distance	516.1 km (Club), 596.7 km (Open, 15m)
Course	Invermere, BC – TP1 (N49°00'25" W115°01'21") – return
Previous record	498.8 km (club), 541.4 km (Open & 15m), Tim Wood

Pilot	Bruce Friesen
Date/Place	13 June 2009, Chipman, AB
Record type	Free Out & Return Distance, Territorial, Club
FAI Category	3.1.4b
Sailplane	Standard Austria C-FPDM
Distance	608.3 km (511.2 km raw)
Course	Chipman, AB – Paynton, SK – return
Previous record	516.1 km, Ian Spence (see above)

Pilot	Bruce Friesen
Date/Place	13 June 2009, Chipman, AB
Record type	Out & Return Distance, Territorial, Club
FAI Category	3.1.4g
Sailplane	Standard Austria C-FPDM
Distance	608.3 km (511.2 km raw)
Course	Chipman, AB – Paynton, SK – return
Previous record	442.9 km, Tony Burton, 2003

Pilot	Jerzy Szemplinski
Date/Place	15 June 2009, Rockton, ON
Record type	400 km Speed Triangle, Territorial, 15m
FAI Category	SAC
Sailplane	ASG-29 C-GJXG
Speed	94.8 km/h
Course	3 GPS turnpoints out of SOSA
Previous record	unclaimed (86.8 km/h placeholder threshold)

Pilot	Jerzy Szemplinski
Date/Place	15 June 2009, Rockton, ON
Record type	Free Triangle Distance, Territorial, 15m
FAI Category	3.1.4d
Sailplane	ASG-29 C-GJXG
Distance	539.6 km
Task:	3 GPS turnpoints out of SOSA
Previous record	481.0 km – Tim Wood, 2007

Pilot	Charles Yeates (Kris Yeates)
Date/Place	23 Dec 2009, Narrowmine, Australia
Record type	400 km Triangle Speed, Citizen, Multiplace
FAI Category	SAC
Sailplane	Duo-Discus VH-GKC
Speed	111.7 km/h
Task:	3 GPS turnpoints out of Narrowmine
Previous record	unclaimed

Pilot	Charles Yeates (Kris Yeates)
Date/Place	23 Dec 2009, Narrowmine, Australia
Record type	3TP Distance, Citizen, Multiplace
FAI Category	3.1.4f
Sailplane	Duo-Discus VH-GKC
Distance	406.5 km
Task:	3 GPS turnpoints out of Narrowmine
Previous record	unclaimed

Pilot	Charles Yeates (Kris Yeates)
Date/Place	23 Dec 2009, Narrowmine, Australia
Record type	100 km Speed to Goal, Citizen, Multiplace
FAI Category	SAC
Sailplane	Duo-Discus VH-GKC
Speed	127.0 km/h
Task:	3 GPS turnpoints out of Narrowmine
Previous record	unclaimed

SAFETY – Dan Cook

In 2009 we have had one fatality and 18 accidents involving 22 aircraft. This is close to the annual average of 19 accidents/1.5 fatal. Not all the aircraft damaged are insured with SAC and some of the accident reports were obtained from CADORS. Clubs are requested to contact the FT&SC with their annual Safety Reports and accident analysis in December so that safety information can be included in the SAC committee annual report that is prepared in January.

Pilots are requested to forward accident reports to SAC within two weeks of the event *whether or not* they are insured through the SAC group plan.

Accident Summaries

Fatal DG-800 motor glider wing struck guy wires in an attempt to land on a road on final glide approach to the airport in a mountainous area. The glider then swung into trees. The motor was extended around 200 feet but not successfully started. The accident occurred mid-week when the club was not very active and a retrieve crew was not available. Experienced pilot.

Lesson learned Human factors play a major role in this type of accident. Heuristics of consistency, familiarity and scarcity may have played a role. Retrieve crew availability and the inconvenience of a landout have been factors in the past putting pressure on pilot decision making. Attempting to start a motor glider when it is not above a suitable field/height is not recommended.

Write-off ASW-20 was performing an outlanding. After turning final at 500 feet a strong downdraft on final approach made it difficult to clear a power line. Pilot elected to make a 180° turn to land on an adjacent field. The right wing contacted bushes causing a ground loop. Experienced pilot.

Lesson learned An alternate landing area is part of the checklist for an off-field landing but rarely gets the attention it should.

Write-off (?) PA-18 towplane was landing and a gust of wind forced the aircraft to veer off the runway into a bean field. The pilot applied power to control the aircraft and attempted a go-around but lost directional control when a wing-tip dug in and the aircraft flipped over (no SAC report).

Substantial damage (?) Three gliders damaged in their trailers in a severe western wind storm (no SAC report).

Lesson learned None of the glider trailers that were damaged had reported being tied down properly? This area is prone to strong winds.

Substantial damage DG-505 released after takeoff at low altitude and attempted a 180° turn to return to the field. The wing struck the ground in the turn and the aircraft ground-

looped/cartwheeled – damaging the wings, tail and fuselage (no SAC report).

Lesson learned Discussion indicates that the pilot was not strapped in properly at takeoff, had difficulty with the airtow and, below 300 feet, elected to release or inadvertently released while adjusting the seat.

Substantial damage Grob-102 attempted an off-field landing on a 300 km cross-country flight and was damaged in a hard landing. Cracks were noted in the fiberglass fuselage behind the cockpit and on the tail boom on the left side. Pilot experienced.

Lesson learned Pilot fatigue/concentration was listed as a major factor on a long flight. Judging height over a large/flat field was also listed as secondary factor.

Substantial damage (?) High winds in southern Ontario damaged a 1-26, a 2-33, and another glider in a trailer (no SAC report).

Substantial damage L-13 tail damaged in hard landing on training flight. Student was attempting full air brake landing at low airspeed and instructor took control too late.

Lesson learned Instructor and student fatigue were listed as factors. Instructor told student to “watch airspeed” during the approach. Better instruction is to “increase airspeed” or “lower nose”. Allowing only half air brakes for L-13 student rotation eliminates most landing problems.

Substantial damage L-33 damaged in hard landing when the glider bounced and the air brakes reopened to nearly full (no SAC report).

Lesson learned There have been many accidents with L-33 hard landings. The majority of these accidents are a result of pilots not following recommended procedure in the POH. This may indicate poor type checkout procedure at the club, especially if poor air brake equipped gliders such as the 2-33 are used in primary training or if full spoiler landings are normally taught by instructors.

Substantial damage L-19 towplane strikes a picnic table on a grass taxiway. Propeller is damaged. Pilot experienced.

Lesson learned Plastic table may have been moved onto taxiway, creating the hazard. High nose attitude of L-19 and many other taildraggers block forward vision and requires the pilot not to taxi in straight lines. Thankfully, no one was sitting at table!

Substantial damage Sinus touring motor glider bounced four times on landing, each progressively worse (PIO) and came to rest after sliding on nose. Nose wheel and propeller broken. Pilot experienced on type.

Lesson learned PIOs are reported as a likely issue in landing with less than recommended full spoilers. Overconfidence

listed as a factor. Distraction with tower communications and flare speed being 8 knots higher than recommended may have been contributing factors. The Sinus POH recommends full spoilers at 50 feet with flaps and flare at 40 knots.

Moderate damage L-19 prop strike (tips bent) after wind lifted tail while taxiing. Gust reported at 25 kts. Pilot experienced.

Lesson learned Pilot currency/recency may have been a factor given the conditions.

Moderate damage 2-33 wing damaged on landing. As the glider rolled out onto a taxiway, the left wing dropped and clipped two taxiway lights, causing it to groundloop (no SAC report).

Lesson learned Best practice is to land straight ahead on the runway until stopped, particularly if there are runway or taxi lights on the field. Glider should not be taxied off the runway unless there are no obstacles, energy is minimal, and club procedures allow.

Moderate damage ASW-20 attempted off-field landing on water late in the afternoon and hit rock on the lake shore while beaching. Front hull damaged. Experienced pilot.

Lesson learned Human Factors such as fatigue likely played a prominent role in this accident as did mountain downdrafts. (Lack of detail in accident report.)

Substantial damage (?) Glider landed off-field with the engine pylon partially extended. During the landing, the internal bulkhead carrying the tail wheel assembly was damaged (no SAC report).

Moderate damage (?) On landing roll, the Grob 103 ran into and damaged a parked 2-32 and a parked 1-34. The Grob 103 suffered a wing skin puncture requiring composite repair (no SAC report).

Moderate damage (?) The glider landed hard on a freshly mowed hay field. The undercarriage collapsed and the undercarriage assembly was substantially damaged (no SAC report).

Minor damage (?) At the initiation of a spin recovery, the canopy unlatched and swung fully open, breaking the retaining strap (no SAC report).

Incidents

- A glider and a 737 pass within 400 feet of each other at 6500 asl near Abbotsford, BC (May 3). No radio contact.
- Student in 1-26 overflew a 1-72 on final and in close proximity to it. The 1-72 made evasive maneuvers to avoid the glider. Radio communication with 1-72 failed. Alternate landing area for glider available.
- Citabria towplane Schweizer hook not closed properly, leads to launch interruption after take-off.
- Low time pilot flew beyond gliding distance of the airfield

and had to make an outlanding. No preparations were made for cross-country flight or planning for available landing fields.

- Cross-country glider joins local glider in thermal within an aerodrome traffic area without a radio call warning on the local ATF.
- Glider lands at an airport NORDO due to lack of knowledge how to set the .725 MHz on their radio.
- Cross-country pilots not monitoring or position reporting on 126.7 to FSS/FIC.
- Glider on final lined up with adjacent field rather than runway and made very low turns to reach runway when mistake realized. Air brakes were not seen to close.
- Glider pilot launched with approaching weather and wind gusts almost create an undershoot situation on final.
- Solo student takes off with approaching thundershowers on second solo without instructor on ground supervising. Instructor approving student solo by radio is on own cross-country flight. Local winds reversed and gusted to 20 kts immediately after student took off. Flightline is shut down until storm passed.
- Towplane snags tow rope on fence during approach. Downwind extended too far.
- Grob 102 preflight control check detects ailerons not deflecting evenly. A battery power line to the flight recorder had wrapped around a control rod connected to the control stick, and the wheel brake cable had slipped between the control stick stops on one side.
- Glider got too high on tow at 600 feet and the towpilot released it.
- A licensed glider pilot with passenger carrying endorsement flew an intro flight with the intention of releasing at 3000 feet agl. The pilot inadvertently released at 2000 feet. The flight continued without further incident, utilizing available thermal lift to provide a normal intro flight experience.
- Near miss at Nationals by two gliders completing contest finishes due to nonstandard circuits.
- High g, low altitude turn at Nationals to enter landing pattern. Stall/spin scenario.
- Motorglider departed the runway and experienced an engine failure after take-off and landed straight ahead with no complications.

Analysis

Looking for national trends, the most alarming fact is that the majority of accidents involve experienced pilots. This shows our vulnerability. Thinking that accidents happen only to other pilots is putting one's head in the sand. We are gaining knowledge in the areas of human factors and starting to learn more about stress reactions, "heuristics" (explained in next paragraph), the limitations of scan techniques, mental fixation, control errors, and redefining airmanship. If any of these factors are not completely familiar to you, you are not adequately prepared for your next flight.

The majority of our fatalities are stall/spin related and the OSTIV Training Safety Panel has identified fifteen scenarios that have got pilots into these accidents. Are you familiar with them all, or do you prefer to wait for the element of surprise?

Those fatal accidents not spin related are often heuristic-based. A *heuristic* is a rule of thumb we apply that simplifies our flying, but unfortunately allows us to inadvertently accept higher risks. So as we gain more experience and apply more rules of thumb, we increase the chances of a mishap – we have let our guard down.

In similar accidents to this year’s fatal, pilots have fallen into the heuristic traps of consistency, familiarity, and scarcity. Once the decision has been made to commit to a final glide it is difficult to abandon this decision despite new information being available (consistency). Although sink is present, the pilot is optimistic that lift will also be present, as it often is. The more often the pilot has made a marginal final glide the more difficult it is to abandon the habit (familiarity). Safety margins also progressively decrease the closer the pilot is to the airport.

In some cases the pilot creates self-imposed pressure, which increases risk taking. The tendency is to value the opportunity in proportion to the chance that the person may lose that value (scarcity). For motorgliders that value is independence and the ability to avoid a landout. As the possibility of a landout increases and that inconvenience increases, the pilot makes decisions and accepts risks that will help him avoid that lost value. Available landing fields with potential for an engine start or landout are overflown in the wish to make it back. Accepting a landout after spending up to a quarter million dollars to avoid landouts can help to create that self-imposed pressure. Eventually a pilot may run out of height, options, and luck.

Most of our accidents are in the takeoff or landing phase. This year’s accidents involved six off-field landings and six (3 hard) landing situations. As in 2008, downdrafts and strong winds are being underappreciated. Scenarios such as taking off in worsening weather conditions or applying incorrect techniques (air brake use included) and inadequate safety margins must be avoided. Flying a closer base leg and staying upwind in many of the windy situations would have avoided the problem. In addition, we had two prop strikes due to inattention or airmanship. We are seeing situations where the launch is interrupted but the pilot does not have a safe plan for what to do next. Have you heard the mnemonic, “are you ready to WROLL”? Do you know what “Options” means in the pre-takeoff checklist?

Incidents are also being under-reported. Based on averages seen around the world we should have reported about 200 incidents (10:1). Most clubs see reporting as airing their dirty laundry. We see it as learning opportunities. Again this year, our incidents show lack of preflight planning and preparation and an alarming increase in potential for mid-air collisions. Communication reduces the collision risk, but glider pilots do not seem to want to talk to each other, use ATC, or communicate their position on 126.7 MHz with FSS when on a cross-country. Knowing someone is out there in your intended airspace is half the battle. Airmanship is also a responsibility requiring self-discipline and judgement.

SAC SAFETY PROGRAM				
club status as of Jan 2010				
Club	1 Annual Safety Report	2 Incident / Accident Analysis	3 Safety Audit	4 Safety Program Manual
Eastern Zone				
ACES				
Cantons de l'est				
Outardes			Oct 00	
Champlain	Jan 10	Jan 10		
Quebec		Jan 09		
Montreal	Dec 08	Dec 08	Nov 00	
Ontario Zone				
Bonnechere				
Erin Soaring				
Gatineau	Jan 07	Jan 07	Jul 01	Jan 05
Great Lakes		July 08		
London	Dec 07	Dec 07	Dec 09	
Rideau Valley				
SOSA	Dec 08	July 08		
Toronto				
York		July 08		
Prairie Zone				
Prince Albert			Jan 01	
Regina				
Saskatoon		Dec 09	Nov 00	
Winnipeg	Dec 09	Dec 09	Nov 00	
Alberta Zone				
Central Alberta				
Cu Nim		July 08	Dec 00	
Edmonton		July 08	Mar 01	Jun 08
Grande Prairie				
Pacific Zone				
Alberni Valley				
ASTRA				
Cdn. Rockies	Dec 09	Dec 09		facilities HB
Vancouver	Oct 09	Oct 09	Dec 00	
Pemberton				
Silver Star	Dec 08	Dec 08	Nov 00	Dec 07

- 1 Date of last report to SAC (in italic if not for current year). Shows how club intends to mitigate incidents/accident. Should be updated annually.
- 2 Include in club annual safety report or separate. Shows analysis of accident/incident. Should be updated annually (in italic if not for current year).
- 3 In italic if not forwarded in last three years with updated information.
- 4 Manual explains how Safety System will be implemented. (hazards>risk assessment>mitigation)

Conclusion

How can we best tackle the safety challenge? First you have to decide it is important to you; second, you have to do something about it – you are part of the solution or part of the problem. Focus on recurrent training of skills, knowledge, attitude, and confidence. Be familiar with the human factors training material available. Practise good airmanship. Do your own hazard identification/risk assessment/mitigation plan on your flying skills and develop a personal recurrent training plan. Participate in club and national safety programs. Finally, fly a lot or don't fly at all.

My thanks this year to the clubs that sent in safety information.

Notes: Minor Damage <\$1000; Moderate Damage < \$10,000; Major Damage > \$10,000

SPORTING – Jörg Stieber

IGC Plenary Meeting Jörg Stieber attended the IGC meeting in early March in Lausanne. The minutes of the meeting are posted on the FAI website <http://www.fai.org/gliding/system/files/igc_minutes2009.pdf> The highlights were:

- Sporting Code, Section 3, Annex C, 2009 edition was approved. This section contains provisions for commercial, off the shelf (COTS) flight recorders to be used for badges. The document is available for download at <http://www.fai.org/gliding/system/files/sc3c_2009.pdf>
- Canada supported the bid of the United States to host the 32nd World Gliding Championships for 15m, 18m and Open Classes in 2012. The bid was accepted over the competing Australian bid with 17 to 15 votes. The Worlds will be held in Uvalde, TX on 4–19 Aug 2012. It will be much more affordable for Canadian competitors to compete in a WGC in North America where they can use their own equipment. We hope to see a strong Canadian team in Uvalde with a full complement of pilots in all classes. The last Worlds in North America were held in 1991.

I had a good discussion with Brian Spreckley, the administrator of the International Pilot Ranking List. Under the present IGC sanction fees of at least €300 per class, Canadian participation in the International Pilot Ranking List has not been feasible since, with the typically small number of competitors in our Nationals, the cost per pilot would discourage participation. Brian advised that the sanction fee policy was being revised to accommodate countries with small competitions. He also offered to waive sanction fees for our first year of participation.

We have since taken advantage of this offer and entered the results of the Canadian Nationals 2009 which has significantly improved Canada's national ranking. Going forward, the IGC has announced a revised sanction fee policy. Under this policy the sanction fee is €4 per pilot with a minimum of €100 per contest. This fee structure makes it quite feasible for Canada to participate in the International Pilot Ranking List on an ongoing basis.

I will be attending the 2010 IGC meeting 5–6 March, again in Lausanne. The agenda and supporting documentation is available at <http://www.fai.org/gliding/igc_plenary10>.

Junior Worlds

Chris Gough competed as the only Canadian contestant in the Club Class Junior World Championships, 21 June to 7 July in Räyskälä, Finland. Chris' participation was partially funded under the SAC funding policy established at the SAC AGM in 2009. It was a tough competition over nine days. Chris finished in 34th place out of 46 competitors with 70.6% of the winner. Details in <<http://www.jwgc2009.fi/>> and *free flight* 1/2010.

Canadian Nationals

For a second year in a row, the club which was scheduled to host the 2009 Canadian National Soaring Competition withdrew its commitment to do so. The Sporting committee sought an alternative host and, thankfully, the SOSA Gliding Club agreed to step up and put on a low-frills contest. Scheduled to take place from 1 through 10 July with practice days 29 and 30 June, the contestants were rewarded with 5 good contest days.

The contest was well attended with 20 pilots split into two "hybrid" groups. In accordance with recent trends in Canada, there were insufficient numbers to support the minimum of five required to run individual IGC classes and the pilots voted to adopt two classes, "FAI" and "Club". FAI class was a combination of 15m and Standard, handicapped and allowing water ballast. Several pilots who had planned and practised to fly in 18m generously agreed to compete in 15m configuration. Club generally followed IGC Club class rules, handicapped and no water ballast. One aircraft that fell outside the Club class performance range was allowed to participate in that group.

The results of the 2009 Canadian National Soaring Competition can be found at <<http://2009nationals.blogspot.com/2009/07/day-5-scores.html>>.

The winners in the FAI class:

1st	David Springford	F1, LS-8	4556 pts
2nd	Jerzy Szemplinski	XG, ASG-29	4526 pts
3rd	Willem Langelaan	ET, ASW-27	4417 pts

The winners in the Club class:

1st	Anthony Kowzowicz	HK, Jantar	4336 pts
2nd	Derek Mackie	TT, Mosquito	3704 pts
3rd	Alf Marcellisen	TW, ASW-20	3699 pts

Seeding List

Also discussed and voted on at the mandatory pilot meeting was how to handle seeding list points for the Club class. Since the FAI class was not open to all participants and there were strong competitors in the Club class, it was agreed that the Club class would be awarded points in that IGC category. CAS and SAC Sporting committee members present agreed to review the seeding list rules in the coming season. The seeding list is available at <http://www.sac.ca/index.php?option=com_docman&task=doc_download&gid=438&Itemid=73>.

Canadian Nationals 2010

After a successful shakedown contest on site in 2009, the hosting club has announced the dates and location for the

2010 Canadian National Soaring Competition. The contest will be held in North Battleford, SK. The airport has proven to be a well-suited venue to hold a National contest. Practice days are 13 and 14 June, with 15–25 June being the competition dates.

Canadian Team, 31st World Gliding Championships 2010

The 31st WGC for 15m, 18m and Open Class will be held in Szeged, Hungary from 24 July to 7 August. Canada will field the following team:

Dave Springford – 15m class, ASW-27 – rental
 Jerzy Szemplinski – 18m class, ASG-29 – private
 Willem Langelaan – Open class, Antares 18m – private
 Team Captain: Jörg Stieber

The preliminary registration has been completed and arrangements for gliders and accommodations have been made. Fund raising is under way and is yielding encouraging results. The expected costs are \$15–20,000 dollars per pilot, including crew, depending on whether or not glider and/or car rental is required. We will again strive to keep everyone well informed through a team blog. The blog is already active and will first chronicle the preparations leading up to the team's departure and then feature daily reports about conditions / results / events from the contest site: <<http://wgc2010teamcanada.blogspot.com/>>

OLC Canada The Online Contest Canada continues to be popular among Canadian pilots. Participation is at a 3-year high. The total number of flights as well as the total distance scored have seen a rebound from 2008.

	2009	2008	2007
Number of competitors	264	248	246
Total flights scored in Canada	2636	2226	2765
Total km scored in Canada	596,000	407,691	596,000
Highest km scored by a pilot	13,529	18,150	28,429
<i>Ian Spence</i>			
Highest km scored by a club	71,959	87,103	127,425
<i>Canadian Rockies</i>			

The Sporting committee congratulates Ian who has achieved the highest score of a Canadian pilot in the OLC North America.

Contest Letter Registry Thanks to Chris Gough for taking over the Contest Letter Registry.

Policies and Rules Updates

OLC Canada

A discussion was initiated on the Roundtable regarding some discrepancies between the OLC Canada Rules and the minimum requirements for the SAC 200 Trophy. Upon review, it was agreed that the rules were due for an update. The committee has completed a comprehensive rewrite and the new version is ready for publication.

While there were numerous format and editing changes for clarity, the primary change is in the definition of a Novice pilot in terms of the OLC. In essence, a Novice pilot is defined as having less than 200 hours P1 at the start of the OLC season. This has been harmonized with the SAC 200 Trophy requirements and deletes unclear wording relating to 300 km flight limits.

All Novice flags have been re-set. Pilots who satisfy the requirements and want to compete in the Novice category need to reconfirm their Novice status when they register for the 2010 OLC season. The rules should be posted shortly.

COTS flight recorder approval

The SAC approval procedure for COTS flight recorder units is available on the SAC Documents/Badges and Records page at: <http://www.sac.ca/index.php?option=com_docman&task=doc_download&gid=441&Itemid=79>

So far, SAC has not approved any COTS units and has not received any approval applications.

Expense policy for SAC supported international contests

A policy is being drafted to define the eligibility criteria, both in terms of eligible pilots as well as eligible expenses, under SAC's policy (motion AGM 2009) to support Canadian competitors in World level competitions. The project is ongoing.

Seeding procedure update to reflect current realities

A project is currently under way to clarify or possibly redefine how the Seeding List is calculated and used. A draft has been produced; however as yet there is no agreement to the scope of the project. Lively discussion continues. The project is ongoing – watch for discussion on the Roundtable.

International events

World Air Games In June 2009 the World Air Games were held in Torino, Italy, featuring ten air sports disciplines including sailplane racing <<http://www.wag2009.com/eng/>>. The gliding competition was in a grand prix format and was broadcast live over the internet. Announcements were made on the Roundtable and other media to alert Canadian pilots to the event.

3rd World Sailplane Grand Prix The 3rd World Sailplane Grand Prix was held in January 2010 in Santiago de Chile. Again, live internet tracking with real time commentary made it a fascinating event to watch <<http://www.grandprixchile.org/>>.

International competition calendar

A complete list of upcoming international competitions, along with the latest record claims, is posted on the IGC web site at <<http://www.fai.org/gliding/>>.

Thanks

I want to thank my fellow Sporting committee members Walter and Derek for their support, Tony Firmin for looking after the OLC and Ursula Wiese for continuing to look after the *Book of the Best*, maintaining the historical record of competitions, trophy awards and records.

Members:
 Jörg Stieber joerg@odg.com
 Walter Weir 2waltweir@gmail.com
 Derek Mackie iswdesigns@rogers.com

TECHNICAL – Paul Fortier

The only issue I have been working with TCA in 2009 is towards an exemption of the requirement to install the new 406 MHz ELT for an airplane engaged in the towing of gliders within 25nm of its base of operation.

As an update to this issue, the first amendment to the CARs was rejected by the Minister of Transport and sent back to TCA for changes and eventually resubmitted to Parliament. At present, Parliament has been prorogued and all pending legislation has died on the Order Paper and will have to be reintroduced.

In the meantime, the satellite system that could locate the 121.5 MHz ELTs has been decommissioned, rendering the 121.5 MHz ELT limited in its capability to trigger a quick response to an accident unless its signal is picked-up by overflying aircraft or a ground station. Pending the passage of an amendment to the CARs, the 121.5 MHz ELT is still required to be carried, and the 406 MHz ELT that can provide a precise location to a satellite has not been mandated.

There are indications that the next amendment to the CARs in regards to ELTs will contain some "alternative means of compliance" with the requirement to carry the 406 MHz ELT.

TROPHIES & AWARDS – Phil Stade

The beginning of the 2009 flying season is a great time to encourage club members to make use of the OLC. What are your flying goals for 2010?

Flight Trophies

Canadair Trophy – *Best 6 flights of the year* – Motorglider
Ian Spence – Canadian Rockies Soaring Club
4034.9 OLC points, 4727.3 km, 787.9 km average

Ian Spence improved his 2008 total OLC points in 2009 by about 200 points to win the 2009 Canadair Trophy – Motorglider. His qualifying flights all originated at the Invermere, BC airport in his Ventus 2cT C-FYSG (WW).

1. June 4, 2009	
Distance / OLC Points	991.86 / 863.9
2. May 24, 2009	
Distance / OLC Points	878.74 / 750.2
3. May 22, 2009	
Distance / OLC Points	764.29 / 629.6
4. July 17, 2009	
Distance / OLC Points	759.45 / 626.1
5. July 3, 2009	
Distance / OLC Points	682.52 / 594.6
6. July 2, 2009	
Distance / OLC Points	650.44 / 570.6

Canadair Trophy – *best 6 flights of the year* – Pure Glider
Bruce Friesen – Edmonton Soaring Club
3449.64 OLC points, 3056.91 km total, 509.5 km average

Bruce Friesen has diligently pursued his cross country goals for many years in his red Standard Austria, C-FPDM (SL). His best 6 flights were all flown from the Edmonton Soaring Club field at Chipman, Alberta. The combination of launching from a prairie airfield and flying a wooden glider make Bruce's achievement even more notable.

1. June 9, 2009	
Distance / OLC Points	639.74 / 706.78
2. June 8, 2009	
Distance / OLC Points	598.28 / 657.36
3. June 13, 2009	
Distance / OLC Points	530.59 / 616.01
4. May 10, 2009	
Distance / OLC Points	494.33 / 567.74
5. June 12, 2009	
Distance / OLC Points	429.95 / 484.49
6. May 15, 2009	
Distance / OLC Points	364.02 / 417.26

BAIC Trophy – *Best flight of the year* – Motorglider
Ian Spence – Canadian Rockies Soaring Club

June 4	
Distance / OLC Points	991.9 / 863.9
Speed	114.3 km/h

BAIC Trophy – *Best flight of the year* – Pure Glider
Bruce Friesen – Edmonton Soaring Club

June 9	
Distance / OLC Points	639.7 / 706.78
Speed	77.4 km/h

"200" Trophy

best 6 flights – pilot under 200 hours P1 at start of season
Jeff Runciman – Central Alberta Gliding Club
2357.9 OLC points, 2568.2 km, 428 km average
C-FQZK, Genesis II – 5 flights from Invermere, 1 from Innisfail

Five of Jeff's flights originated at Invermere, BC and the sixth was flown from the Central Alberta Gliding Club's airfield at Innisfail, Alberta. All the flights were flown in C-FQZK (2J), a Genesis II.

1. July 16, 2009	
Distance / OLC Points	579.25 / 535.49
2. July 19, 2009	
Distance / OLC Points	450.66 / 416.05
3. July 12, 2009	
Distance / OLC Points	417.12 / 386.22
4. July 17, 2009	
Distance / OLC Points	418.22 / 381.62

5. May 24, 2009
Distance / OLC Points 365.82 / 327.82
6. July 11, 2009
Distance / OLC Points 337.08 / 310.69

Stachow Trophy (*highest flight*)
No award in 2009.

Nationals Competition Trophies

SOSA hosted a successful and well-attended Nationals on 1–10 July.

CALPA trophy – Club class Champion
Anthony Kawzowicz – Jantar – 4336 points

Wolf Mix trophy – FAI class Champion
Dave Springford – LS-8 – 4556 points

Dow trophy – best task flown, Club Anthony Kawzowicz
Dow trophy – best task flown, FAI Dave Springford

SOSA trophy – best novice Alf Marcelissen

Other Trophies

If your nominee did not win this year, past year's efforts should not go unnoticed, so we encourage you to submit their names again. The winners for 2009 are:

Walter Piercy trophy (*instructor of the year*)
Doug Laurie-Lean, GGC

The Walter Piercy Trophy for Instructor of the Year is awarded to Doug Laurie-Lean. Doug has completed almost one quarter of the instruction at Gatineau Gliding Club (148 lessons) in 2009 and held positions as club president, membership chairman, and Freedom's Wings Coordinator.

Le trophé Walter Piercy pour l'instructeur de l'année est accordé à Doug Laurie-Lean. Doug a effectué pratiquement un quart de l'instruction total au Gatineau Gliding Club (148 vols) en 2009. Il tenait également le rôle de président du club, responsable du membership ainsi que coordonnateur du program Freedom's Wings.

Hank Janzen Award
(*club or pilot with best contribution in the year to flight safety*)
AVV Champlain

Le trophé Hank Janzen pour la sécurité est accordé à l'Association de Vol à Voile Champlain (AVVC) pour son étude, et adaptation au curriculum canadien et implantation du matériel d'entraînement de la Fédération Française de Vol à Voile. Ce matériel fournit aux étudiants et instructeurs information et outils complets et récents permettant de normaliser la formation. Ce projet pilote entrepris par les instructeurs de l'AVVC, dont les résultats sont

destinés à être partagés à la communauté, démontre le profond désir d'améliorer la formation et la sécurité de façon durable.

Hank Janzen Trophy is awarded to AVVC (Association de Vol à Voile Champlain) for their work to study and adapt to the Canadian curriculum, and successfully use the Fédération Française de Vol à Voile training materials from France to develop up-to-date, complete and valuable information for the francophone students. This demonstrates a strong desire in improving training and safety in a sustainable way.

Roden trophy – *club soaring skills development*
Central Alberta Gliding Club
Trophy score = 100.0

The trophy is being awarded for the 2009 season to the Central Alberta Gliding Club. This club with its 20 SAC members, qualified for 4 A/B/C Badges, 1 Silver Badge leg, and 4 Gold/Diamond legs. Carol Mulder has taken on the task at CAGC of encouraging their pilots to plan tasks and to follow up by submitting the information to Walter Weir to receive recognition for their flights.