



**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2012
& 2013 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2012.

The full financial statement is available on SAC web site.

MINUTES – 2013 SAC AGM

16 March, WestJet campus, Calgary, AB

Introduction

The 68th annual general meeting of SAC opened at 11 am with 54 members present. SAC President, Sylvain Bourque opened the meeting with a welcome to everyone, noting that the meeting will have an emphasis on safety and safety reporting. John Mulder chaired the AGM with Tony Burton acting as recording secretary. The Board members were introduced and the incoming Ontario Zone director, Stephen Szikora.

Motion #1

Moved by Leo Deschamps, seconded Steve Hogg, that:
"the 2013 meeting agenda be accepted." Passed

Motion #2

Moved by Steve Hogg, seconded Darren Clarke, that:
"the minutes of the 2012 AGM be accepted." Passed

Presentation of reports

Insurance – Keith Hay Keith noted that the claims level was staying steady at about 60% of premiums, a level the underwriters accept. Work continues to fine-tune insurance renewals using e-mail forms, and credit card payment may be allowed (with a fee added). An option that allowed a lower premium for a higher deductible was dropped to simplify the system. Insurance premiums are expected to be 5% lower for 2013 and will also be 5% lower for gliders equipped with PowerFLARM.

Safety – Dan Daly Dan gave a detailed account of the fatal accident and the bailout, and reviewed the major accidents and incidents in 2012. He emphasized that the job of the committee was to try to affect positive changes in the way pilots fly, not to assign blame.

Marketing – Jay Allardyce Jay outlined the new programs that SAC are offering clubs to assist club-based advertising and youth/air cadet programs.

Treasurer – David Collard David noted that the financial position of SAC is solid and that its assets grew just over 6% in 2012 and have regained their pre-2008 value. The condo was sold. The proposed membership fees for 2013 have been reduced, and the budget for 2013 is marginally lower.

Motion #3

Moved by Keith Andrews, seconded George Domaradzki, that:
"the Frouin Group be appointed to audit the 2013 financial statements of the SAC." Passed

Motion #4

Moved by Peter Neary, seconded Valerie Deschamps, that:
"the 2013 budget with its associated membership fee schedule be accepted." Passed

Motion #5

Moved by Ian Oldaker, seconded Jean Claude, that:
"the activities and decisions of the SAC Board of Directors for 2012 be approved." Passed
The Board gave particular thanks to all the members of the various committees, whose effort and individual background of skills make the association function as well as it does.

New Business

- John Mulder noted that given the wide comment on SAC's tax-free status, the Board is reviewing the matter and will not issue tax receipts for 2013.* With a new "Not-for-Profit Corporations Act" coming in to force in 2014, The SAC By-laws will need to be updated. Work is also continuing on getting the new national forum running smoothly and in advising members on how to get linked.

* A post-AGM Board study reversed this decision.

- Ian Oldaker is the new SAC representative to the Aero Club of Canada. He noted that the recent ACC meeting was emphasizing the WADA anti-doping requirements for aerospots and that this is going to affect SAC actions for our World team members.
- Chris Gough reported that the Sporting committee is looking for a new member with the loss of Derek Mackie.

Trophies presentation

The trophies were presented at the luncheon following the AGM. Trophy winners are listed in the report on page 25.

Motion #7

Moved by Dan Daly at 1238 that:
"the meeting be adjourned."

Note: "Passed" means unanimously.

SAC BOARD OF DIRECTOR REPORTS

SAC PRESIDENT – Sylvain Bourque

2012 fut une année tragique pour le monde du vol à voile Canadien. Un pilote Canadien expérimenté est mort dans un accident de planeur. Un autre fut blessé gravement et est chanceux d'être encore en vie. En 2011, nous avons perdu deux autres pilotes et instructeurs de planeur. Prenez un moment pour avoir une pensée pour eux, leurs amis, épouse, enfants, mère, père et leurs familles. Prenez un moment pour réfléchir que ça pourrait être à votre tour l'an prochain. Rappelez-vous que notre sport n'est pas sans risques qui peuvent être tragiques. Nous devons faire à tout moment tout ce qui nous est possible afin d'améliorer la sécurité.

Nous avons de très mauvaises statistiques au Canada de 19 accidents connus et 1.5 pilotes tués dans un planeur / 1000 pilotes par année. Avec 1077 membres en 2012, les statistiques nous disent qu'un membre d'un de nos clubs devrait mourir en planeur la prochaine saison et 20 pilotes pourraient soit être blessés, soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Ayez ceci en tête au courant de la prochaine saison. Nous pouvons individuellement faire toute la différence : au cours des 5 dernières années, le taux de mortalité a diminué de près de moitié. Nous devons apprendre des erreurs des autres parce que notre vie est trop courte pour toutes les faire soi même. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité.

Nous recevons qu'environ la moitié des rapports d'accident des clubs et la façon dont c'est fait dans les clubs en question n'est pas claire. Afin de corriger une situation non sécuritaire, il faut en prendre conscience. Il faut gérer le risque en rapportant les incidents, en analysant pourquoi ils se sont produits et en s'assurant que ça ne se reproduise pas à nouveau. Avez-vous pris connaissance du programme national de Sécurité (National Safety Program) ? Est-ce que votre club y a adhéré ? Volez régulièrement ou faites un vol avec un instructeur si vous avez un doute.

J'espère que mon prochain mot du président débutera par : "aucun de nos amis est mort en planeur l'année dernière".



2012 was a tragic year for gliding in Canada. Last year, an experienced glider pilot died in a glider accident. Another one was seriously injured and is lucky to still be alive. In 2011 we lost two other experienced glider pilots and instructors.

Take a moment to have a thought for them, their friends, spouse, kids, dad, mother and family. Take a moment to think that it could be you this year. Remember that our sport is not without serious risk. We have to do everything possible to improve safety all the time.

We have a very bad annual average of nineteen reported accidents and 1.5 pilots per 1000 killed in a glider in Canada. With 1077 members in 2012, statistics suggest that one of our club members will die flying this season and twenty may either be injured or seriously damage their gliders if we don't raise our safety and self-discipline level. Next season, have this in mind. We can make a difference; over the last five years, the fatality rate is about half that of the previous five years. We have to learn from the mistakes of others because our life is too short to make them all ourselves. Take the time to periodically read accident and incident reports to improve your safety.

We receive safety reports from about half of the clubs, and how the others are reporting within their clubs is unclear. If you are to correct an unsafe situation, first you must know about it. Reporting incidents, analyzing why they happened, and making sure they don't happen again, manages the risk. Have you read the National Safety Program? Does your club follow it? Fly often or at least do a circuit with an instructor before flying if you have doubt.

Please let my first words from next year's report be: "None of our friends died last year". Now on a better tone, we are fortunate to be surrounded by a wonderful team of volunteer Directors, committee chairmen and members with different professional backgrounds and aeronautical experience that complement each other. I thank them for their hard work with SAC. The members of the Board of Directors are:

- *Sylvain Bourque*, the East Zone Director and SAC President, started gliding in 1994. Since then he has been an active member of AVV Champlain involved in training, towing, and in accounting as Treasurer. He is a SAC Class 1 glider instructor and owns his CPL. He has organized the winter French ground school in the Montreal area since 1995. He is an aeronautical radio licence examiner, aviation language proficiency test examiner, and an authorized person for gliding licensing. Sylvain owns a Pegase with two other partners. Sylvain works as a field production cameraman instructor and supervising technician for CBC Radio-Canada in Montreal. I'm proud to be part of this Board that has such a good variety of backgrounds and a huge involvement in the soaring community.

- *Stephen Szikora*, the new Ontario Zone Director in 2013, was first exposed to gliding as an Air Cadet in 1978 and earned his PPL in 1988 and his GPL in 1989. Stephen is currently a member at York Soaring and was previously a member at Toronto Soaring and Air Sailing, where he was club president for eight years. His motivation for joining the Board include improving the governance process and communication within the organization. When not flying gliders, towing gliders, pushing gliders, or fixing gliders, he likes to cut the grass. Welcome to the Board, Stephen.

- *Jay Allardyce* is the Prairie Zone Director and represents the clubs in Saskatchewan and Manitoba. 2013 will be Jay's second year on the board. Jay has a strong interest in the marketing and publicity of gliding in Canada and has taken the lead on this front. Jay flies out of the Winnipeg Gliding Club, owns an ASW-19 with two other partners and is an avid cross-country pilot. He is also an active instructor and towpilot.

- *John Mulder*, the Alberta Zone Director and SAC VP, started gliding with the Air Cadets in 1983. A few of his achievements are Diamond Badge #103 completed in 2010, glider instructor, Canadian ATPL, FAA ATPL, AME, MDM for home-built aircraft, and previous management positions with commercial and business aviation companies in Alberta. He is a Standards Captain with WestJet. John shares a Genesis 2 with a clubmate, a Jantar with wife Carol (she's a clubmate too!), an ALPIN TST-8 (two seat motorglider) with his father, a Duster with four clubmates, and a Citabria towplane. He will be stepping down this year.

- *David Collard*, the Pacific Zone Director & SAC Treasurer, was first exposed to gliding by his sister and brother-in law, Lois & Leo Smith (SAC Pres 1958) in the 50s at the Gatineau Gliding Club. He joined the RCMP in 1957, and after 8 years doing police work in Manitoba entered its Air Division with whom he flew for 17 years. While in Regina, Dave became active with the Regina Gliding and Soaring Club as a glider and chief towpilot. At the National level he was the SAC Prairie Zone Director (VP, 1981 and '82) He also has his CPL. He has earned a Gold Badge with 2 Diamonds. A memorable experience for him was crewing for Ulli Werneburg at the World Championships in Paderborn, Germany in 1981. Dave now flies with Pemberton Soaring Centre and owns a Genesis 2 with a partner.

I want to take this opportunity to thank Eric Gillespie, who is stepping down as the Ontario Zone Director, for all the volunteer work Eric did for SAC over the past six years. Eric was a valuable contributor and knowledgeable advisor to the BoD. His participation will be missed.

We will never thank enough the volunteers working on SAC committees as chairman or member:

- *Dan Cook* FTSC with Gabriel Duford, John Toles and Joe Gegenbauer, Ian Oldaker as advisor, and Dan Daly as SAC Safety Officer
- *Keith Hay* Insurance
- *Walter Weir* FAI Awards
- *Roger Hildesheim* Canadian Records
- *Phil Stade* Trophies
- *Jörg Stieber* Sporting with Walter Weir
- *Scott McMaster* Airspace with Roger Harris, Ian Grant Bram Tilroe and Tom Fudakowski
- *Paul Fortier* Technical with Chris Eaves and Wolfgang Weichert
- *John Mulder* SAC Website with Martin Gagnon,
- *Guy Theriault* Medical
- *Pierre Pepin* Peter Corley Scholarship
- *Tony Burton* Free Flight magazine editor
- *Ian Oldaker* OSTIV representative for Canada
- *Jörg Stieber* IGC representative for Canada

A special thanks to Martin Gagnon who worked hard to set up a new SAC forum. We are sorry if we forgot anyone else. If you are willing to participate in SAC, contact your Zone Director or a committee chairman listed at <www.sac.ca>.

I wish that 2013 will be your best soaring season.

PACIFIC ZONE – David Collard

The clubs in the Pacific Zone offer its members the opportunity to practise our sport in over some of the most beautiful landscape to found anywhere in Canada. The Pacific Ocean can be seen while soaring over the mountains when flying from Vancouver Island Soaring Centre, Port Alberni, Mount Baker when in wave having launched from Vancouver Soaring at Hope, the glaciers when enjoying a flight with Rudy in his Stemme based in Pemberton and the never-ending long flights accomplished by those that call home Canadian Rockies Soaring Club at Invermere, BC. All the clubs have the welcome mat out for those who want to visit and share in a new experience. Come out to BC, you will never forget the experience. Wishing all the best in 2013.

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

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

Listed below are the club reports received for the 2012 season. In reading these reports I am always reminded of the great efforts put in by those at the club level who assume leadership rolls and provide that extra volunteer time in order for all to enjoy our sport. They deserve no less than a big "Thank You".

I am looking forward to the 2013 soaring season and the opportunity to visiting each club site.

Alberni Valley Soaring – Mark Harvey

The club had a safe 2012 season in cooperation with Vancouver Island Soaring Centre. It was a good year for infrastructure. A 5000 square foot fabric Megadome hangar was assembled over the summer at the Port Alberni airport and made available for private gliders and the club PW-5. This is a significant enhance-

ment to our operation as it means that club members can utilize the PW-5 without the added tasks of having to assemble and disassemble each flying day. The PW-5 is now more accessible throughout the week and is being better utilized over the seven day flying week that we enjoy over the summer. One member flew a total of 29 hours in the PW-5. Private ownership increased in 2012 and now includes a Pilatus B4, Schweizer 1-26E, and a Javelin J4.

As an aside hangar space can also be made available for visiting glider pilots. It is our desire to encourage glider pilots from other sites to come and enjoy what the Alberni Valley flying area has to offer and if properly qualified to get checked out in the club PW-5. Visitors are most welcome.

Our winter project list includes a towbar and wing dolly for the PW-5 so positioning the glider to and from the launch site will be an even safer and more efficient proposition next summer. We are looking for a golf cart or similar for field towing work. We are also considering a potential project in cooperation with other stakeholders and the Regional District to seed a grass landing strip within the airport boundaries.

On the financial side we were able to secure a significant corporate donation to our training fund. When combined with the two youth bursaries provided by SAC we were successful in getting two students to the solo stage. One candidate went on to get his glider licence and the other being just 14 years of age is now waiting until he is old enough to attempt his licensing checkflight.

The club continues to pursue the goal of enlarging the membership and is also looking to have a small clubhouse.

Canadian Rockies Soaring – Wes James

CRSC trained two SAC Youth Bursary students in 2012. Nicolis Spence and Luke Zehnder, both aged 15, began their flights in June and within 2 weeks both had soloed. CRSC would like to express its appreciation to SAC for facilitating our students' applications. Both the students and the club are very proud of their achievements.

CRSC finally received our prepaid FLARM units in June. All club members flying out of Invermere now have FLARM units installed in their gliders.

As with most of Canada, spring was wet and cold in the Columbia valley with few days suited to soaring. Mid-July saw a change for the better with good thermals into mid September. Local and visiting pilots took advantage of these days and had some memorable flights.

Pemberton Soaring Centre – Rudy Rozsypalek

Our season came to an abrupt stop on the first day, when our towplane was totalled. The nature of our commercial glider operation doesn't allow for mid-season start up as that doesn't give enough time for hiring and training of new employees. I knew my current crew will be seeking different flying opportunities for the summer since our towplane was out of commission. I had been thinking for a few years about obtaining

a Stemme motorglider to do the sightseeing trips and some mountain flying instructions.

Events of the spring were calling for the action and presented the perfect timing to make the transition. I got hold of one of the Stemme owners and was able to purchase a share in the Stemme, and by 1 July I was operational again. The Stemme proved to be a great aircraft for sightseeing tours. People loved the side-by-side seating and I enjoyed the great performance which allowed me to take my passengers twice as far as I could with the Blanik. On occasion, I was able to do 100 km out and return in an hour, which is our flight time for a "glacier flight". A few pilots interested in mountain flying courses enjoyed the high performance of this glider on cross-country flights in our mountains.

Through those two and a half months of our shortened season I flew about 170 hours. I think these are pretty good results and I'm looking forward to this coming season. As for the towplane, so far there are no plans to replace it. Pemberton will be a self-launching glideport only for another year. If anything changes in 2013, I will inform the gliding community.

Vancouver Soaring – Ray Maxwell

Another year has passed for the VSA. We did not have a lot of bad weather, but we also did not have as much great soaring weather as years past. We did gain a number of new members. Thanks to the efforts of two of our past CFIs and our current CFI, we will be adding three or four new (young) instructors to our teaching efforts. This will allow us to enlist more new members and be able to support their training properly.

Due to our current size and the acquisition of our DG-505 two years ago, we are selling our Grob Twin Astir and our Blanik L-33. This will bring our current ratio of members to aircraft back in line with our long range plans. Our current fleet is a DG-505, Twin Grob 103 Acro, Blanik L-23, and a Grob 102. We also have two L-19 Bird dogs for towing.

We conducted several week long introductory training camps and had a good turnout. This has brought in several additional new members. We are looking forward to another year and hope we can continue to grow our membership.

ALBERTA ZONE – John Mulder

2012 was a busy year for Alberta pilots. We had summer and fall Cowley which was well attended, the *Chics Take Flight* event hosted by Cu Nim, which had the participation of all of the Alberta clubs introducing gliding to women in Southern Alberta. The event will continue in 2013 at the Central Alberta Gliding Club this August in Innisfail.

The highlight for me in 2012 was the opportunity to fly up to visit the Grande Prairie Soaring Society in Beaverlodge and present a plaque of recognition from SAC to Walter Mueller, who was still flying at the age of 92! The flight home with Dale Brown (ASC Chief Towpilot) and our two boys in the backseat through some thunderstorms and winds gusting to 40 kts in a

borrowed Grumman Tiger was another part of the adventure that left an impression, but that is a story for another day (ask Dale, I think he tells it better).

I took on the role of PowerFLARM coordinator for western Canada, mostly by accident as I was looking for a 5-unit discount for myself, and ultimately coordinated the purchase and distribution of more than 40 units in Saskatchewan, Alberta and BC. I flew with my PowerFLARM at my club, in Cowley, and at a contest in Ephrata WA where at least 70% of the aircraft were equipped. I realized the benefit during a cruise at cloudbase with a quartering collision course from another glider that I did not see but was warned of by the PowerFLARM. I absolutely support their installation in our gliders and towplanes!

Airspace continues to be a concern for SAC and our membership. The airspace in the Toronto area has been redesigned, the airspace in Vancouver has been redesigned, the airspace in Alberta is currently the focus of a redesign with the new runway in Calgary being constructed, and the airspace in the vicinity of Winnipeg is also undergoing a redesign. Members of the Airspace committee, who are composed of well-respected individuals by NavCanada, are involved in the discussion and representing the best interests of glider pilots in Canada. SAC and our membership are fortunate to have these individuals involved. I want to personally recognize Scott McMaster, Tom Fudakowski and Bram Tilroe for their efforts on our behalf.

In closing, I would like to recognize all the hard work of my fellow Board and committee members who have taken on a more active role in managing the many responsibilities for the organization. The organization continues to evolve as we move from our self-managed office and administration to an organization managed by volunteers with a contract for administrative services. On the surface it appears like a simple process, but I must say that the effort required to ensure the success of the organization has shifted. Silver, Gold and Diamond badge weather to all in 2013!

Cu Nim Gliding – Pablo Wainstein

After some initial flights early in one's training, you soon realize that soaring is a sport where perseverance and mental attitude is a big part of the way to success as a glider pilot. Surprisingly similar, club management requires the same skills and mental attitude that you need when scratching in a 2 knot thermal and you are low...sometimes very low.

Many Canadian clubs hit a low spot when the Blanik L-13s were grounded a couple of years ago. Fortunately, we had just purchased an ASK-21 so we had at least one flyable two-seater. From this low point, Cu Nim got to grow considerably and became a stronger club. The ASK-21 purchase was a success in every way you can measure it.

By early last winter we were scratching our heads to find a solution to our increasing need of a second two-seater. Another K-21, or shall we go for something else? After a lot of informed input from our members, the club decided to go for a DG-1000 and the funds were made available through a bank loan and by members lending money to the club.

A used DG-1000 appeared in the market in Germany. It looked really nice, the price was right and a couple of calls later we were sending the plane to the factory for a thorough inspection. It had the electric gear option installed at the factory before being shipped to us. The Unterwössen club was very helpful in the process and, with the help of a bunch of Cu Nimmers, we managed to have the plane flying early this year. It has been a huge success in both the 18 and 20 metre configurations, is a joy to fly, and has given new energy to the club.

The good start to the year with our new sailplane brought enthusiasm and three more big events. In general, female pilots flying at Cu Nim and in Alberta are increasing, so we had the idea of hosting the first women-in-gliding event in Alberta. Judy Soroka took the lead and with the help of CAGC and other female pilots at Cu Nim, they created *Chics Take Flight*. What a great event! We had dozens of people at the club, talks, simulator runs, and introductory flights with everything geared towards the ladies. It was very well organized and it served as a bonding event with CAGC and within female pilots in Alberta.

The club has been growing and this is increasing the workload on instructors. As a result we asked Dan Cook to host a SAC instructor course at Cu Nim so more people could be rated in Alberta. The course ran very smoothly thanks to a well-organized schedule by Dan and our CFI.

Last but not least, the Calgary Flying Club and the Recreational Aircraft Association co-hosted their fly-in breakfast at Cu Nim for the second time. We doubled the number of aircraft that participated from last year, the food was delicious, and many power pilots had the chance to experience gliding. This event has been a bonding event with the power pilot community who are always welcome to swing by our club.

The year was a very good one for Cu Nim and I would like to thank everyone for their hard work.

Central Alberta Gliding – Valerie Deschamps

Over the 2012 season, and despite our late start and the weather, members flew on forty days at Innisfail, two days at Cu Nim, and attended both Cowley camps. The first of the season checkflights were completed while we aerotowed the 2-22 first to Red Deer in early April then back to Innisfail on 22 April. The club's first flying day wasn't until 29 April mostly because of the wet field. Our winch was hardly used this year, mostly because of limited resources. We had several days shut down by gusting winds, one that led to the overturning of the Air Cadet glider at Netook.

The Bergfalke proved that it could still keep up with demand on it for intro flights and student training. The 2-22 was also fully utilized for student training. October 14 was our last flying day. But what a good day it was – a beautiful fall day, enthusiastic students, lots of ground crew support, eighteen flights. What more could we ask for.

We were asked by a member of the skydiving club to take him up in a glider so he could do a jump. After discussions, we removed the back door from the 2-22, he climbed in, and we were both

given this unique opportunity. Our clubs fly alongside each other and have set up guidelines so both clubs remain safe. Situational awareness and communication are the keys to our successes, as they are to any glider operation.

CAGC welcomed four new students this year. One other new member, Dylan Thompson, came to us from the cadet program and already had his glider pilot licence. Membership changes every year but the total stays around the same.

In the early spring the 2-22 was aerotowed to Red Deer where Jerry Mulder let us use his heated hangar to do some fabric repair. We used this opportunity to replace the canopy and complete some other minor maintenance. Our winch needed transmission work and the golf cart needed some clutch work, both repairs were also done this spring. The Lark repairs continue and started out quite promising but eventually fell short. The Bergfalke will undergo some planned repair work this winter. The new tinted canopy arrived and has been sitting in the hangar since mid-summer awaiting installation. We are fortunate to have members with the knowledge and skill to tackle these repairs and to teach those of us who do not.

Club promotions continued throughout the spring and early summer with tables set up at the Red Deer Fly-In Pancake Breakfast, then at Sundre for their annual fly-in, then back at Innisfail a couple weeks later for ours.

We shut down our weekend flying for the *Chics Take Flight* event so we could support this special day and enable our members to contribute with the ground support. We flew the Alberta Soaring Council towplane to Cu Nim prior to the event with the Bergfalke in tow. We also drove down the trailer loaded with the golf cart for additional ground support. Our members had a wonderful time at Cu Nim and felt welcomed and a valuable part of the event. The 2013 *Chics Take Flight* will be hosted by CAGC.

We held a Potluck Barbecue on the September long weekend that included a couple of birthday celebrations. It is always enjoyable to see so many attend and join in the camaraderie. 2013 is going to be another busy year for us.

Edmonton Soaring – Henry Wyatt

Another busy year stretching our resources. We ran three flying weeks: 9-27 May, 1-3 June, and 9-17 June. The benefits of the flying weeks show in the various badge and OLC flights described elsewhere in *ASCent* by Bruce Friesen.

The Grande Prairie club ran a promotional event June 1 to 3 at Beaverlodge. On their request, ESC sent our Pawnee aerotowing the Puchacz for the three day event, bucking headwinds on the way there that sometimes nearly cut the tow speed in half.

At the SAC instructor course at Cu Nim Jason Ackers became a Class 3 instructor, Trevor Finney upgraded to a Class 2, and Gary Hill, who gave almost 200 flights in the year, upgraded to Class 1.

To add to Gary's accomplishments in the year, during the summer he flew from Chipman to Innisfail for the ASC club-to-club Boomerang trophy, with Trevor Finney in his ASW-20

close behind. At the end of July, Gary became a glider aerobatic instructor. He should be available to teach aerobatics from introductory unusual attitude courses to aerobatic sequence flying; a great addition to services available to the members from prairie clubs.

We ran our second annual Junior Camp from 22-31 August for pilots trained through the Air Cadet gliding program. Of the nine pilots, six were first time attendees and three were with us for the second time. The event is busy because the Junior Camp members are so keen to move on with an introduction to soaring. Almost all of them transitioned through the L-23 to the Puchacz and thence into the singles, and several achieved a P1 back seat endorsement.

Interest in Cowley was less this year than usual, but several members took their own aircraft down, and we sent the Puchacz there for the Fall camp from 28 September to 8 October. As always, thanks to Cu Nim who hold that event together and do the major part of the work.

Last year Dave Scott, an engineer by profession, designed and erected new hangar doors running on wheels in a ground track. He and Bob Hagen did nearly all the heavy work. What an improvement. No more finger trapping in between sheet metal plates. No more tugging away at unlubricated, worn tracks. Thanks Dave and Bob on a great job.

The achievements of Guy Blood, Jason Ackers (our new instructor), Gary Steadman, Thorsten Duebel, Ray Troppman, and Alain Letourneau, the youngest member of our club, are listed elsewhere. By the way, the benefits of flying a computer certainly show in those like Alain who have spent time studying that way.

Kary Wright, a regular flying member, is quadriplegic but he lets nothing hold him back. He's also a prime mover in the winter group simulator flying events. When the Perkoz with its hand controls arrives in 2013 we can be sure he'll move on. So all together not a bad year.

Grande Prairie – Lester Oiland

Last year we decided as a club that we should start flying again despite the lack of a two-seat glider and our Blanik situation still looking bleak. We decided to at least fly our private gliders around Grande Prairie and to host a flying weekend to drum up exposure of our club. Along with the winter planning, Dwayne Doll hosted weekly Condor simulator evenings so we could attempt to remove some of the rust that developed. He also set up a new website for our club with photos of our activities.

Spring finally came and a couple of us drove down to the CAGC cross-country week. We had our checkflight and tried some cross-country. The weather did not cooperate for the latter part of the week so the group decided to drive to ESC in hope of better weather and took part in their first flying week of the season, but we only got a couple of days of flying in. On one, Walter Mueller had a flight that marked his seventy-fifth year of flying.

After returning home we had only a week to prepare for our event at Beaverlodge. June 1-3 was the scheduled day and the

day before the ASC towplane and ESC Puchacz arrived. It was great seeing them arrive as we never had any glider activity since 2008. During the busy weekend we were also able to get some tow training done as well.

In July we organized a small group to attend the ESC flying week for the weekend. Later in the summer our newest tow pilot, Wynand Wessels, got his 150 hp Citabria outfitted with a tow hook. So we went out to Beaverlodge for our first club flying in many years. We had two sailplanes ready for our flights, Dwayne's ASW-20 and my Phoebus C. We had a great time that day and I was able to get in a four hour flight.

After this year's soaring milestones, there are many things we are looking forward to in the expansion of our club. We have a group of young Air Cadet pilots refurbishing our former K8 to fly with us next season. Also Jordie Carlson is restoring a Schweizer 1-23D (formally owned by Julien Audette) and it will be ready for the 2013 season. Despite the Blanik situation we are looking for alternative ways to acquire a two-seat glider. We are planning some fund raising ideas this winter with the plans to purchase a two-seat glider in the near future. If there is any information or ideas from other clubs regarding the purchase of a trainer, we would appreciate hearing from you.

PRAIRIE ZONE – Jay Allardyce

2012 was a good year for clubs in the Prairie zone. The weather was better than average and clubs were very active as a result. A quick check of the OLC standings confirmed that clubs in the Prairie zone had their best year ever in terms of cross-country kilometres flown. The Saskatoon Soaring Club was challenged this year by an influx of students (a good thing to see!) that kept their new L-23 and few instructors very busy. The Winnipeg Gliding Club saw an increase in cross-country activity due to the addition of three new private ships to the club and the purchase of a new towplane. The Prince Albert Gliding and Soaring Club acquired 12,000 feet of Spectra rope which will hopefully be online in 2013 and result in higher winch launches and increased flight times. Hopefully the good fortune and weather of 2012 will allow all clubs in the Prairie zone to build on their success in 2012 and result in an even better season in 2013.

Prince Albert Gliding and Soaring – Keith Andrews

During March and April Dennis, Rob and Keith worked on getting the winch ready for spring. The 2012 AGM was held in the home of Dennis and Lynda Mountford on April 27 with six members in attendance. All officers were returned to the positions that they held the year before.

On April 24 Ralph Pedersen drove in from Tisdale and did the annuals on the aircraft. Flying started in earnest on May 26 with annual proficiency check flights. The weather this year was slightly better this year than it was last year. We flew on 11 days and accomplished 86 flights for a total 15.33 hours.

On 25 September the club held a BBQ for members and invited a number of prospective new members to participate and a good time was had by all.

This year we continued flying up to Oct 14. Snow came early this year so we were unable to fly into November and December.

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

Saskatoon Soaring Club – John Toles

The club had a very successful year, with membership, flights, student progress above average. The annual General Meeting was held as usual on the last Saturday of January. The meeting was followed by a well-attended buffet dinner and social evening.

Ground school during late winter had eleven students, with six becoming members, and others with future interest. Others joined during the season, as students and/or towpilots.

The club started the year with the leased K7 glider, but when an L-23 became available from Pemberton Soaring we welcomed the opportunity to buy it. Interest in it was tremendous, and it was in good demand all season. The club continued to operate the club L-33 as well, with more members becoming qualified to fly it.

A training and flying week was held following the July long weekend, with decent weather and lots of flying activity.

Cross-country activity was down a bit with the increased demand for new student training. Two instructors, who are also cross-country pilots, did the majority of the training flights. Two members attended Cowley and Invermere, with some good flights recorded. Roy Eichendorf won the Provincial Trophy for best flights within the province, and also recorded as number of personal bests at Cowley and Invermere.

The winch was again used for training flights, mostly in the fall when crops were down and the winch could be set up in the fields off the ends of the runways. The Cessna towplane did the majority of the launches, and was kept busy this season.

Plans are under way to build a glider simulator. We were hoping to have an L-13 front fuselage for realism, but were unable to attain one. We will continue looking, and in the meantime may build a frame similar to the SAC simulators. We would prefer dual controls for training instructors as well as student and member use.

There were no accidents or serious incidents involving club aircraft. We appreciate the efforts by the instructors, towpilots, executive, committees and members that helped make 2012 a safe, enjoyable and successful season.

Winnipeg Gliding Club – Jay Allardyce

The 2012 season was an exciting one for the Winnipeg Gliding Club. The season started unusually early on March 31, with the first checkflights of the year. Little snowfall over the course of the winter and an early warm up in March quickly melted the snow on the field and dried out our grass runways. Unfortu-

nately, the weather for the rest of April was a little damp, and frequent low ceilings prevented soaring for much of April. However, by the end of April the weather cleared, and we reasonable soaring weather for the rest of the season.

We started the season with seven new student pilots, and had several that returned from last year. Two students were promoted to solo status and several that soloed last year further honed their skills. We also added three new licensed pilots to the ranks.

This past season, members in the club purchased new toys which added three new private gliders (ASW-19, Discus CS & DG-300), which made the line up for tows a bit longer than in the past. A Cirrus also changed hands as the previous owner upgraded to a Discus and a new syndicate was formed. On a good soaring day, it wasn't uncommon to have ten or more gliders waiting for tows. Having three additional gliders active flying cross-country also helped us obtain eighth place among Canadian clubs on the OLC, which I believe is a huge accomplishment for a club of our size.

We added Colibris to our trainers, which also helped add a few additional points to the OLC. The entire club fleet is now equipped with flight recorders, which has increased our badge claims significantly. We had several pilots obtain their B and C badges and one pilot who completed the distance requirement for his Gold and Diamond badges. Two pilots also completed altitude gains to satisfy their gold and diamond requirements (albeit not in Manitoba). On the national OLC front, we also had two junior pilots obtain 2nd (Jay Allardyce) and 3rd (Justin Gillespie) respectively in the Canadian junior OLC competition. The club was also quite active midweek and we had several tow pilots who donated their time to help get us midweek fliers airborne. Having towpilots available midweek was a great asset and helped us enjoy the great soaring weather that often happens between Monday and Friday.

We also had a few pilots who travelled to various spots around the world to go gliding. Two members made the trek out west to enjoy the Cowley wave. Art Grant also represented the club and Canada as a steward at the World Gliding Championship in Uvalde. As I write this, Art is also filling that same role in Argentina at the Club, Standard and World Class edition of the 2012 Worlds. One of our members travelled to Omarama, New Zealand and enjoyed flying with the likes of Justin and Gavin Wills. And two of our members were on vacation in New Caledonia, visited the club in this small Pacific country and enjoyed some winch flying in the scenic mountains of the country.

The club completed 952 flights, almost 200 flights more than 2011. Our flight count improved over 2011 due to our active mid-week flying group and the Cadet Advanced Soaring Camp held at the end of August. Four of the top cadets from the Prairie Region Gliding School and two supervisory officers came to our club to learn how to soar and do some advanced training with us. After checkflights and one demo soaring flight, the cadets were sent solo in our club's Krosnos.

The cadets thoroughly enjoyed their time at the club and their experiences at the club broadened their view of gliding

significantly. On one particular day, the soaring weather was exceptional and all cadets completed both their C badge and the height claim for their silver badge. Early in the camp, we introduced them to the Colibris and installed them for each of their flights. We also gave them the opportunity to upload their flights to the OLC which was a neat experience for them. This camp has been a great way to expose newly-licensed cadet glider pilots to the sport of soaring. I strongly believe that the cadets fortunate enough to attend will no doubt spread the word about soaring and in a few years' time, we may see an influx of young people joining our clubs.

A growing relationship with the Air Cadet organization facilitated this camp and also allowed our club to visit the Prairie Region Gliding School during their summer gliding course. Three members from our club trailered a Discus up to Gimli to display and show the cadets what high performance gliding was all about. I strongly believe this visit and similar visits in future years, in addition to the advanced soaring camp, will help plant the seed of soaring in new cadet glider pilots and help us attract them to our club in the future.

The club also added some new equipment to our fleet. After 40 years of service and likely what was 30,000+ tows, our Citabria was sold and moved onto its new life on skis in Saskatchewan. After several weeks of cold calls and some negotiation, our club acquired a very minty Scout. It is a welcomed addition to our towing fleet and will take some of the workload off our overworked Pawnee. The club executive, our dedicated chief towpilot and several senior towpilots tossed around several options to replace the old Citabria. Another Pawnee was a very affordable option, but the lack of a two seat towplane for training and pre-season checks in addition to the fact that Pawnee parts are becoming hard to come by influenced the clubs decision to consider the Scout.

In closing, I'm hopeful that the 2013 season will be as successful as 2012 was. Plans for 2013 include a more formal cross-country training program that will hopefully get more club members involved in cross-country. We also plan to hold the cadet advanced soaring camp at our club again in 2013. I would also like to take this opportunity to thank all the volunteers at my club who help keep the club operating and all the great members who make the Winnipeg Gliding Club an enjoyable place to spend the summer.

ONTARIO ZONE – Eric Gillespie

This past year proved to be interesting for most clubs across the Ontario zone. Generally, the weather really cooperated, and a number of clubs experienced above normal levels of activity. While some continue to face major challenges regarding membership retention and growth, others appear to be experiencing up-swings in these areas. Youth bursaries that benefited younger members, and contributions to our National Team who competed vigorously and honourably at the World Gliding Championships, were amongst the significant initiatives undertaken by SAC this past year. The year was also marked by the fatal accident during the Canadian Nationals. The loss of a

very skilled and dedicated pilot reminds us all of many things, including the love of our sport, the great friendships it can bring and its risks.

After five very enjoyable years, I have stepped down as Zone Director to be able to contribute as CFI at SOSA. It has been a true pleasure to work with all of the people who have served SAC during this time as fellow Board members, committee members and in numerous other volunteer capacities. Their hard work and commitment has been very evident and greatly appreciated. It has also been very special to get to know many other SAC members at meetings, seminars and gliderports in Ontario and across other parts of Canada. Over the past five years, our organization has gone through a number of significant changes, including some major structural modifications, developing and strengthening our association with COPA, etc. Stephen Szikora is our new Zone Director. He brings a great deal of experience and vision to the position. Please join in wishing him and all of the dedicated people who work on behalf of SAC the very best as we move forward.

Bonnechere Soaring – Bill Simmons

The club recovered enough to have a gliding season with an early start in April and completing in late October. We were successful in getting the 2-22 airborne most weekends. The club remains very small at four active members. We lost one of our most dedicated members, Iver Theilmann to cancer in May. Our one student was unable to find time for training in 2012.

The club continues to monitor the Blanik L-13 airworthiness situation in hopes to be able to return our L-13 to use in the future. The new engine installed in our PA-18A towplane in 2011 developed a weak cylinder requiring a replacement under warrantee. It resulted in an almost negligible delay in activities.

Great Lakes – David Donaldson

Here are some club stats: new members 15 (all students), total number members 56. Aircraft in the fleet: 2 Krosno, 1 K6CR, 1 Jantar, and 8 privately owned. Flights in 2012 – 800 in club aircraft, 586 dual instructional flights, 722 flights in the two Krosno, 54 in private ships, 13 solos (including first solos in K6).

We had no major incidents, we did have three actual rope breaks and a solo student land out after miss-judging his altitude in the circuit. A hard landing resulted in the failure of the Krosno undercarriage.

This year we implemented Wednesday instructional flying to help get all of the students through and relieve some of the load on the weekend. We have traditionally been a weekend-only club with week day flying for licensed pilots on an on-demand basis. Another event of note was that one of our students, now a licensed pilot, took the club Jantar and competed in the Nats.

Over all we had quite a good season with more students than we ever have had, that was a real learning curve for the club as well as the students. Normally the balance of experienced members to newbies is heavily weighted to experienced members, this past season we had such a high number of newbies that it became apparent that we need to train them. We made

some adjustments to the procedures and managed to work it out.

London Soaring – Chris Eaves

My responsibility as president this year was to chair our board meetings and provide strategic guidance. I led the Mission, Vision and Values building sessions of our Futures Committee. I held ongoing discussions with *Freedom Wings Canada* in looking for new and innovative funding ventures. This led to the question of whether the club could qualify as a not-for-profit corporation in order to be eligible for public funding. After research into this it was determined it was far too complex for the club to qualify and maintain that status. Further, we are not required to file for HST as the club is below the threshold of sales income from sales. The majority of our income is through membership fees. I also held discussions with the President of SOSA regarding the potential for reciprocal charges for towing and educational programs. During the entire season, I also acted as a contact point for the public and fielded inquiries and request for more information. We have come from being on the edge of financial crisis to the point of positive financial viability.

I have been honoured to act as President these past few years and thank all the members for their cooperation and support in moving LSC forward in providing a great place to have fun and to provide the best soaring experience possible for all who participate at our club.

Our fleet Grob Astir has been refurbished to a near-new level. A rigging guide was created and new procedures were introduced to properly care for the Astir. Some training has been completed to date but more will be required in 2013 as more members express an interest in flying the Astir. The L-23 was wet sanded, waxed and buffed over the winter and was used for checkrides, training, introductory and pleasure flights this year. This winter the plan is to replace the fabric control surfaces at XU Aviation with member support. The 1-34 got a great deal of use this season as our intermediate cross-country glider. Our Champ made 514 tows this season. Chris Eaves maintained the Champ all year and will provide an annual inspection and required maintenance. Dennis Froese volunteered many hours on weekends and evenings to ensure our club gliders received their annual inspections and were flight ready at all times. His contribution also helped maintain our positive cash flow this year.

Field operations & safety Our active runway was adjusted this season as part of our new rental agreement. New takeoff, landing and ground handling procedures were developed and implemented. Some members volunteered to clear a portion of the woodlot on the east side of the field so that the private glider trailers could be safely stored. We saved some grass cutting time and managed to take off and land safely all season. Malcolm McLaren completed a safety audit of the club. The audit was reviewed by the Board and recommendations from the audit implemented. The audit was sent to the SAC Insurance committee as required by our insurer.

Flying Alex Hislop made himself available to tow midweek most of the summer. We held two very successful flying weeks.

The weather was so amazing we had one badge flight by Malcolm McLaren for 300 km. Also, Sue Eaves has stories to tell of her cross-country adventures. The Maple Leaf Chapter of the 99s came to visit London Soaring on 22 July. The 99s are an international group of female pilots originally formed by Amelia Earhart. One of their members is disabled but had a desire to fly. Piloted by Sue Eaves, the adventurous Pat Crocker took to the skies and submitted an article about her wonderful gliding experience to her club paper. SOSA members Ed Hostelle Sr. and Jr. took advantage of the great flying conditions this summer and flew from LSC on two weekends. We also had a number of visiting power pilots.

Board members Director Cam Watts was replaced by Franco Belacazar early in the year. Franco and Doug Ward took on the task of maintaining the existing and increasing the number of club members. Chris Eaves, our Chief Tow Pilot, managed the club awards this year. Chris produced an explanation and background chart for the awards and is evaluating all the member entries. Tom Grayson, our CFI and Field Manager, became Vice President, Tow Ticket Manager, and club test examiner. Tom also chaired the review of landing and takeoff procedures on our modified air strip and assisted in the governance model and club bylaws review. Mike Luckham, our Club secretary, served on the Futures Committee and assisted to the governance model review and bylaw amendments as well as maintaining the member's-only portion of the LSC web site and acted as our radio specialist. Gerry Edwards, our Treasurer, assisted in the governance model and club bylaws review as well as providing monthly financial reports to the board and dealing with Transport Canada reports. Gerry was the club liaison and contact person to the aviation fuel supplier, SAC and our insurance provider.

Rideau Valley – George Domaradzki

In the spring I replaced John Mitchell as president of our club. I would like to take the opportunity to thank John for his hard work and dedication over the years he served as president.

After two years of low activity, 2012 proved to be a better year. The activity in 2009 and 2010 was low due to a combination of bad weather and low membership. In 2012 however, our membership increased from 27 to 39. We flew an average of 66 hours per glider compared with 48 and 53 the previous years. This is nonetheless below our ten-year average of 85 hours per glider, so there is still room to improve. We have also seen an increase in the number of introductory flights we offer – from 85 to 125. This is a good thing because we have found that a number of these intro flight takers eventually become members. The intro flight program provides an opportunity to our members to fly while sharing their enthusiasm for flying.

An important change to our club is the addition of an LS-4 glider to our fleet. This is a well-equipped glider that we brought from Colorado, and we hope that it will encourage many of our members to fly cross-country. We now have five club gliders and nine of our members have their own gliders. This means that our members have good access to club gliders. There was an increase in the number of cross-country flights in 2012. Our club has performed well on the OLC, considering its size.

For the first time RVSS participated in the SAC Youth Bursary Program. Three young members were awarded funds to help them in their gliding activities, and were grateful for RVSS and SAC support.

During the 2011/2012 winter, our Citabria towplane engine was overhauled. Two years before that, the airframe was overhauled as well. This means that we now have a towplane in very good condition that will be in operation for many years to come.

Further clearing was done at the end of our runway, adding several hundred feet, that is now approaching 4000 feet in length. Our Safety officer instituted an improved safety program and conducted a well-attended safety class. An online incident reporting system was set up and is available to all our members. These initiatives resulted in an increase in the reporting of incidents.

All in all, 2012 was an improvement over previous years, and we are anticipating that 2013 will also be rewarding. We are expecting an increase in our membership for 2013. We are currently looking for ways to increase our operational efficiency in order to keep all our members satisfied.

SOSA – Herrie ten Cate

It's been a tremendous year for SOSA competition pilots. Jerzy Szemplinski and Dave Springford did an outstanding job representing Canada and SOSA at the world gliding championships in Uvalde, Texas, placing 8th and 16th respectively. SOSA is very proud of these pilots and the results reinforces why we're leading the way with producing World Class competition pilots.

As demonstrated at the Worlds, mid-air collisions do happen. Flight safety and the possibility of a mid-air collision are always of the highest concern for all of us from student pilot to experienced cross-country pilot. For that reason, the club has purchased FLARM units for all of the club gliders and towplanes.

The successful winching experiment is probably the single most important change that SOSA has seen in many years. For that reason the BoD has included the purchase of a new two-drum winch in the five-year plan. Integrating the winch into student training is an on-going project. The benefit is that student training can be offered for considerably less cost and in theory bring more people into the sport. There's also the not insignificant reduction in our noise footprint.

In 2010, the SOSA Board of Directors initiated a review to organize and update SOSA's antiquated bylaws. A new set will be presented to the membership this year. The new bylaws are a top priority and are needed to protect the club in today's litigious society.

Finally, all indications are that we're going to have another successful flying season. Fly safe, and have fun!

Toronto Soaring – David Ellis

In 2011 our membership numbers grew slightly over the previous year and the club remained in good shape financially. We flew as often as we could, weather permitting, and enjoyed the

social gatherings regardless of the weather.

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

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

York Soaring – Stan Martin

2012 was a high watermark for the club. We have generated a lot of good will among the membership and there is a very strong can-do attitude as a result. I am amazed at how often individual members contribute so generously and step in to make sure things go well. It is such a pleasure arriving at the field and knowing one way or another it is going to be a good day from the very start. It is something that can only happen in a healthy and confident organization. I am also pleased that we have been able to extend that confidence out to our neighbouring clubs and engendered a lot of good will there as well. Something I believe to be good for the sport as a whole as we move forward.

York Soaring set ambitious goals for 2012. First and foremost careful attention to the fleet was a priority. We brought the tug fleet back to full strength after the loss of our Smith Cub in 2011 by purchasing a Bellanca Scout. This aircraft is proving to be a strong addition and has been well received and a good addition to our recently-purchased Pawnees. Our current configuration of the tug fleet will serve us well for years to come and it has brought renewed satisfaction from our towpilots as a benefit.

Following on the modest success of the Provincial competition of 2011, we took on the task of holding the Nationals in 2012, the first time for this club in 25 years. Although there were some minor bumps in the road, and one very sad and unexpected accident, we acquitted ourselves well and adjusted to all challenges. From the contestants we received many accolades and suggestions that we should be prepared to do it again soon. Having gone through the experience, we have shown to the membership a new side of the sport. One that is certainly challenging and exciting. Through hard work and discipline we generated a very good event and raised the expectation of our members. I now expect and will work towards organizing these type of events as a regular part of the culture of York.

Our advanced soaring program and our acro programs have progressed and have proven to be winners in terms of revenue and advancing our credibility. Our contacts within the Air Cadets look forward to the program continuing, and students and leaders involved in the program have expressed excitement and gratitude.

Our acro program to date has not generated any controversy or concerns from our membership. It has been well managed

and carefully crafted from the start. With many thanks to our friends at SOSA and others who have worked hard to make this program a success. I look forward to the next stage and can only expect the high standards exhibited to continue.

We now have a winch operation at the club. It was brought in as something of an experiment and a curiosity and has generated much enthusiasm from the members. We had 48 flights in less than four hours on a day when normal operations would not likely have started. We will be considering the results of this effort in the months ahead and determine if winching has a place at the club. But heck, it was sure a basket of fun and a good learning experience. Thanks again to our friends at SOSA.

We ended the year 2012 with a substantial cash surplus, well exceeding our goals. However, we do have more challenges ahead. We did not meet all our benchmarks for 2012. We wanted to increase our membership, but we left off the year at 160 members – our average for the last few years. We wanted to increase the number of students, but the numbers were slightly down. We must turn this around and are putting measures in place to accomplish that this coming season.

There were two on-field incidents, one a ground handling accident and one loss of a canopy in flight. Both of these could have been avoided by vigilance, not just of the pilot involved but by the members at large. It is very important that we have good cooperation and look out for each other. We will be emphasizing this in the coming season. All said and done we look forward to the 2013 with renewed expectations and enthusiasm.

EASTERN ZONE – Sylvain Bourque

L'année 2012 fut une année exceptionnelle au Québec sur le plan météo tout comme sur OLC. Trois des quatre clubs du Québec ont terminé dans les six premières positions sur OLC Canada. MSC a terminé au premier rang. Bravo ! Le printemps fut hâtif, caractérisé par un faible enneigement printanier. Les clubs de la région de Montréal ont débuté leurs opérations vers la fin mars, début avril. D'avril à la fête du travail, soit cinq mois, il a plu que huit samedis, dimanches ou fériés sur cinquante jours. Ceci nous offrait des conditions météorologiques parfaites pour la quasi-totalité des fins de semaine du printemps et estivales, soit la saison de vol à voile au Québec. Cependant, l'automne fut catastrophique, la pluie étant synchronisée avec au moins une des deux journées de la fin de semaine et rendant l'autre journée médiocre.

Les clubs du Québec ont eu une excellente saison et ont fait un nombre record de bons vols. Ceci aide à la rentabilité des clubs et à la modernisation de leurs biplaces d'entraînement.

2012 was an exceptional season for Quebec weatherwise and exceptional on OLC. Three clubs of the East zone region finished in the top six of the OLC, and MSC finished in first place. It is great! Spring came quickly because of the low snowfall last winter. The clubs in the Montreal region started their operations in the end of March/April. For five months during the spring and summer season it rained only on eight Saturdays, Sundays or holidays out of fifty. This

resulted in perfect weekend weather for almost the entire spring and summer, which is the soaring season in the Quebec region. Unfortunately, fall flying was catastrophic. Rain was synchronized with at least one of the two weekend days and the other day was marginal.

East zone clubs had a perfect season and made a high number of good flights. This helps club to be profitable and to modernize their clubs trainers.

Montreal Soaring Council (MSC) – Greg Bennett

2012 was a good year for MSC. Membership stands at 108. The club was able to make progress on a number of fronts. While we face the same age profile as most other clubs we were able to welcome new board members, instructors, and towpilots thereby injecting youth and fresh perspectives into the club.

Operationally, we started 2012 out badly with a towplane prop strike. This accident did, however, add impetus to an overhaul of MSC's Safety Program. Considerable work was done in developing a state-of-the-art SMS and manual optimized for a gliding operation. Work continues on the "change-management" of implementation. After analysis, our two big safety priorities are a reduction of "interactions" between towplanes / gliders and ground handling. In 2012 we ran our first ATPL – GPL add-on course. Based on VSA's syllabus, this proved a success and we plan on running it annually.

MSC was able to put our Duo Discus to excellent use in advanced training, deploying for ridge, competition, wave and cross-country training (as far afield as Seminole Lakes). Environmentally, we commissioned our new above-ground fuel storage tank which now conforms to the latest standards. Thirty-three MSC pilots participated in the OLC. With our 400 flights and 80,000 km we ranked first in Canada and 60th out of 1440 clubs world-wide.

AVV Champlain – Boris Le Drogoff

Le club a débuté ses activités relativement tôt dans l'année (le 1 avril) en partie grâce à notre nouvelle extension de piste asphaltée. Par la suite, nous avons bénéficié d'une météo exceptionnelle d'avril jusqu'à la fête du travail. La météo de fin de saison fut par contre désastreuse, mais le club a tout de même poursuivi ses activités jusqu'au 25 novembre ... soit presque huit mois d'activité !

Nos deux récents ASK-21 furent encore très en demande cette année, constituant le 2/3 des 1463 vols du club cette saison. Le surplus financier qu'ils génèrent assure la bonne santé financière du club. Ce renouvellement de notre flotte de biplaces nous a permis aussi d'accroître le nombre de membres. À la fin de la saison, nous étions 72 membres soit cinq de plus que 2011 et 14 de plus que 2010. Avec le recul, il ne fait plus aucun doute pour tous que l'achat de ces planeurs modernes en 2010 fut pour le club un excellent investissement!

Notre école de pilotage de planeur a fait 552 vols d'instruction encadrés par nos 12 instructeurs passionnés. L'aboutissement de ce travail a conduit à trois nouveaux solo et trois nouveaux licenciés en 2012.

Un vent de jeunesse souffle sur notre club... Cette année, cinq jeunes élèves se sont partagés trois bourses de vols remis par l'ACVV (500\$) et l'AVVC (500\$). À noter également que Simon-Pierre Dupont s'est mérité une bourse d'étude Peter Corley de 2300\$. Nous félicitons tous ces jeunes récipiendaires qui représentent l'avenir de notre sport.

Nos pilotes expérimentés ne sont pas en reste quant au dynamisme de notre club. Cette année, 35 pilotes ont inscrit 337 vols sur OLC. Le club s'est classé 3e rang au Canada. Parmi ces vols, nous comptons quelques vols de 500 km et plusieurs de 400 km, ce qui reste exceptionnel dans le contexte de notre « terrain de jeu » que sont les plaines du centre du Québec.

Signe aussi de la bonne santé de notre club, plusieurs membres se sont achetés un planeur privé cette saison (pour un total de 18 planeurs privés). Parmi ceux-ci, deux copropriétaires ont échangé leur ASW20 pour un HpH 304 Shark 18m (51:1 de finesse), le premier de la sorte au Canada.

Finalement, le programme de formation à la voltige a conclu sa 2e année avec la graduation d'un premier instructeur de voltige, ce qui porte le nombre d'instructeurs de voltige à deux. Ce programme génère engouement et motivation auprès des membres et permet d'élargir les connaissances et la zone de confort de chacun de façon encadrée et sécuritaire.

The club began its activities relatively early in the year (on 1 April), partially thanks to our new extension of asphalted runway. Afterward, we benefited from an exceptional weather from April until Labour Day. The weather report of the end of the season was on the other hand disastrous, but the club still pursued its activities until 25 November ... almost eight months of activity!

Our two-seaters ASK-21 were again very much in demand in 2012, performing 2/3 of 1463 flights of the club this season. The financial surplus they generate assures the good financial health of the club. This renewal of our two-seater fleet also allowed us to increase the membership. At the end of the season, we were 72 members, five more than 2011 and 14 more than 2010. With hindsight, it makes no more doubt for all of us that the purchase of these modern gliders in 2010 was an excellent investment for the club!

Our flying school registered 552 instructional flights supervised by our 12 passionate instructors. The outcome of this work was three new solo and three new certified pilots in 2012. Five young pupils shared three flight scholarships granted by the SAC (\$500) and the AVVC (\$500). It is worth mentioning that Simon-Pierre Dupont was awarded the Peter Corley scholarship of \$2300. We congratulate all these young recipients who represent the future of our sport.

Our experienced pilots are also major actors in the dynamism of our club. This year, 35 pilots registered 337 flights on OLC. The club ranked third in Canada. Among these flights, there have been some 500 km flights and several of 400 km, which remains exceptional considering the prairie landscape that is our playground in the center of the Quebec province.

As another sign of the good health of our club, several members bought private gliders this season (for a total of 18). Among them,

two co-owners exchanged their ASW-20 for a HpH 304 Shark 18m (51:1 glide ratio), the first one in Canada.

Finally, the acrobatic training program concluded its second year with the graduation of a first instructor, which brings the number of acrobatic instructors to two. This program generates craze and motivation among the members and allows widening the knowledge and the zone of comfort of each in a framed and secure way.

Aéroclub des cantons de l'est – Marc Arsenault, Chef Pilote
Notre saison fut très productive d'abord grâce à la météo continuellement bonne et ensuite par deux licences complétées dans notre membership. Nous avons participé au spectacle aérien de Bromont en démonstration aérienne et en statique. Nous avons été le premier club canadien à opérer toute la flotte équipée de FLARM, un incontournable outil d'airmanship pour améliorer notre sécurité en vol. Nous avons ajouté un deuxième LS-4 à notre flotte. La saison de vol s'est conclue à Sugarbush (VT) où un de nos membre est monté à 24,600 pied dans des conditions rapportées puissantes. Notre nouveau, en fait premier, logo a été finalement produit.

Our season was very productive. First, the exceptionally good weather allowed above average flights and also the licensing of two members. We have participated in the Bromont airshow both demo and static. We were the first Canadian club to completely operate with FLARM, an indispensable airmanship tool to improve safety. We have added a second LS-4 to our fleet. The season concluded at Sugarbush (VT) with one of our members climbing to 24,600 feet in reported powerful conditions. Our new, in fact first, logo was produced.

CVV Québec – Pierre Beaulieu, président

En 2012 nous avons effectués 1177 vols au total, soit 190 de plus qu'en 2011. Cette amélioration est due en partie au retour d'anciens membres et aussi à l'ajout de nouveaux membres dont quelque uns étaient à peine sortis des cadets avec une licence en poche. Nous avons effectués 260 vols d'instructions avec la participation de 15 instructeurs.

Un membre a complété son test en vol avec succès et deux autres sont maintenant solos. Une première dans notre club, il y a maintenant plus de planeurs privés que de planeurs club.

Il n'y a pas eu de changement au niveau de la flotte en 2012 pour le club mais par contre il y a ajout de deux appareils privés. Quelques incidents sans conséquences, heureusement, mais la décision de rendre obligatoire l'utilisation du Power FLARM en 2013 pour les planeurs club et privés a été approuvée par le conseil d'administration.

Nous avons enregistré 32 vols de plus de 5 heures et le camp d'onde de Baie St-Paul a été bon avec plusieurs vols d'onde dont un vol à 21,150 pieds.

L'objectif pour 2013 est de continuer le travail débuté l'an passé par le comité de recrutement et aussi avec l'aide du parrainage, travailler pour garder les membres déjà présents.

In 2012, we performed 1177 flights total, 190 more than 2011. This

improvement is partly due to the return of former members and also the addition of new members, some of them were barely out of cadets with their licences. We conducted 260 training flights with the participation of fifteen teachers. A member has completed his flight test successfully and two others are now flying solo. An interesting fact that never happened in our club before – there are now more privately-owned gliders than club gliders. There was no change in the fleet in 2012 for the club, but there was the addition of two private aircraft.

There were a couple of noticeable incidents this year, fortunately without big consequences, but the decision to use PowerFLARM in 2013 for all gliders (club and private) has been voted mandatory by the Club Board of Directors.

We recorded 32 flights over 5 hours and wave camp in Baie St-Paul was good with several days with the presence of wave conditions and therefore a lot of good wave flights. The highest altitude reach this year in Baie St-Paul is 21,150 feet.

The goal for 2013 is to continue the work started last year by the Membership committee and also with the help of sponsorship, to work in order to keep already present members interested.

Air Currency Enhancement Society (ACES) – Robert Francis

Nothing new to report from Atlantic region. We are still struggling to get flying operations going with any consistency. The two-seaters are unserviceable and require time and money to bring online so we are struggling along with one 1-26 and few members with time to staff a safe flying operation.

2013 SAC membership fee schedule

Category	1/2 season		
Club affiliated	\$100	\$50	Affilié à un club
Corporate	100	50	Société
Spousal	50	25	Conjoint
Junior	50	25	Étudiant
Youth (Air Cadet)	0	0	Jeune
Associate	50	25	Associé

- Membership fees are eligible for a tax receipt.
 - Half-year rates are applicable after 1 August, but for new members only.
 - all club members must be SAC members to be covered by the SAC insurance program. This includes student pilots even if they are not solo.
-
- Les frais de cotisation donnent droit à reçu pour fin d'impôts.
 - Les tarifs mi-saison s'applique après le 1er août, et pour les nouveaux membres seulement.
 - tous les membres des clubs doivent être membre de l'ACVV-SAC afin d'être couvert par les assurances de l'ACVV-SAC. Ceci inclus les élèves-pilotes qui ne sont pas solo.

TREASURER'S REPORT for 2012

David A. Collard

2012 WAS THE FOURTH YEAR OF SAC'S TRANSITION to having COPA provide administration duties and this has resulted in a reduction in the costs associated with this function. Our auditor for the second year is at the Frouin Group. Here are some of the details of note on the 2012 statement:

- The SAC Youth Bursary program third year saw 11 clubs involved and 39 youth benefit with bursaries being awarded across Canada (see list opposite). The 2012 soaring season has been our most successful year in our organizational efforts to support the SAC clubs participating in the program. The matching financial assistance that SAC provided to the clubs for the participants varied from \$200 to \$499 and was arrived at in consultation in how the club wished to sponsor their applicant(s).
- Canada participated in the World Gliding Championships and SAC shared in the funding – see revenue/expenses page in financial statement for details.
- The SAC condo office was sold in December and the net proceeds of the sale were credited to the Pioneer Fund, to be used to the benefit of all SAC members.
- SAC financials show an operating gain for 2012, primarily from the requirement to show current market value of our Trust investments versus book value. This gain in investment values is reflected in the Trust Fund balances for the year.
- 2012 will show a positive return for the SAC investments due to the improvement in markets condition in the latter half of the year.
- SAC's overall financial structure, with a mixture of secure interest income and equities, has served us well and has contributed to our financial stability.
- The value of our portfolios increased 6.04% in 2012 and the outlook to date in 2013 is positive.
- Major donations from a few individuals and the capital gains of our funds account for the bulk of the increase in SAC's financial positions during the past twenty-plus years.
- In November 2012, the BoD passed a motion to financially assist clubs in their marketing efforts. This program is to encourage clubs in marketing their club in their ongoing challenges to attract new members to our Sport.

Membership fees In light of improved efficiencies since going to the COPA office and a reduction in operating expenses, the BoD are recommending to the membership that SAC dues for 2013 be reduced as shown on the attached fee schedule. The efforts of club treasurers in getting membership dues to the SAC office in a timely fashion are appreciated as it helps reduce the workload on Tanya.

A brief financial summary is on the next page. The complete 2012 Financial Statement is on the SAC website.

Alberni Valley Soaring Association

Daniel Alex Steeves – Air Cadet
Travis De Rooy – Air Cadet

Canadian Rockies Soaring Club

Luke Zehnder – Youth
Nicolis Spense – Youth

CVV Champlain

Antoine Latulipe – Youth
Charles Eliot Decambre-Audet – Youth
Pier Alexandre Guimond – Junior
Valerie Cypihot – Junior
Yannick Cote-Prud-Homme – Youth

ESC Air Cadet Gliding Camp

Tegen Dunnill Jones – Calgary AB
Arlin Stradnyk – Saskatoon SK
Joshua Hubbs – Saskatoon SK
Earl Paul – Lloydminster AB
Fred Page – Île des Chenes MB
Jordan Stefaniuk – Willingdon AB
Spenser Forsberg – Nipawin SK
Daegan Banga – Grandora SK
Joshua Sittler – Landis SK
Danielle Fish – Banff AB

Gatineau Gliding Club

Tara Smith – Junior
Abigail Sze Pui Chan – Youth

Great Lakes Gliding Club

Brad Wood – Junior
Daniel Pinto Ramos – Youth

CVV Quebec

Philippe Desmarais – Junior
Mathieu Beland – Air Cadet

Rideau Valley Soaring School

Yvonne Ho – Junior
Kyle Corbin – Junior
Thomas Stieber – Junior

Saskatoon Soaring – Austin Legacy – Youth

Tu Clothier – Youth

SOSA – Alexandra Luchian – Youth

Ioana Luchian – Youth
Patrick McGuire – Youth

Winnipeg Gliding Club – Jesse Mack – Youth

York Soaring Association

Rebecca Kingdom – Junior
Thomas Butts – Junior
Timothy Belchior – Youth
Rob Carman – Youth
Pearl Yang – Youth

SAC 2012 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2012

	2012	2011
REVENUE		
Membership fees	\$103,260	\$100,050
Sales and Services	10,424	9,365
Flight Training & Safety	10,480	12,136
Youth Bursary & Air Cadet	1,235	0
World Contest	5,081	0
Peter Corley	2,300	2,300
Pioneer	85	3,430
Total	\$132,865	\$127,281
EXPENSE		
Travel – World contest support	10,826	3,763
Management fees	24,000	24,000
Professional fees	5,775	3,000
Bursaries	11,235	8,190
Printing – Free Flight	10,114	11,646
Membership & subscriptions	7,460	6,200
Office condominium costs	12,973	9,084
Publications & Manuals	8,309	7,880
Postage – Free Flight	4,064	3,187
Cost of sales	1,062	278
Cost of sales – Flight Training ...	0	494
Meeting & travel	9,629	16,599
Meeting & travel – Flight Training ...	3,143	1,808
Meeting & travel – Free Flight	919	625
Insurance	2,256	2,878
Bad dept	(328)	7,064
Canadian National support	400	1,581
Bank / credit card	202	286
Awards and scholarships	2,446	2,397
Advertising	7,921	0
Office supplies	130	128
Non-refundable HST/GST	3,304	7,461
Total	\$125,840	\$118,549
REVENUE over EXPENSE	\$7,025	\$8,732

Balance sheet – as at December 31, 2012

	2012	2011 (1 Jan)
ASSETS		
Current		
Cash	\$ 145,457	\$ 44,856
Short-term investment	1,108,898	1,097,574
Accounts receivable	15,851	11,002
HST receivable	6,616	13,239
Prepaid expense	1,940	0
Inventory	23,554	10,254
total	\$1,302,316	\$1,176,925
Assets (restricted)		
World Contest	10,000	10,000
Air Cadet & Youth Bursary	10,000	10,000
Pioneer	815,226	699,140
Assets (unrestricted)	273,753	255,328
Assets (capital)	0	43,435
Current liabilities	6,952	32,904
Deferred contributions	186,385	169,553
total	\$1,302,316	\$1,176,925

2013 SAC BUDGET

	2012	2013
REVENUE		
Membership	\$100,000	86,200
Flight Training & Safety	13,000	10,000
Sales	7,000	4,000
Free Flight (ads & subscriptions)	1,500	800
Investment income	15,000	17,800
Other	2,300	2,300
total	\$138,800	\$121,100
EXPENSES		
Salaries & professional fees	27,000	32,000
Condo occupancy & deprec.	9,000	–
Office expenses	4,000	4,000
Telephone	500	500
Postage	1,000	500
Cost of sales	3,000	1,000
Free Flight	23,000	23,000
FAI / Aeroclub	7,000	7,500
Flight Training & Safety	27,000	15,000
Meetings and travel	14,000	12,000
Publicity	1,000	13,600
Worlds	10,000	9,200
Bursaries	10,000	12,500
Other	2,300	2,300
total	\$138,800	\$121,100

COMMITTEE REPORTS FOR 2012

AIR CADETS – David Collard

The Soaring Association of Canada (SAC) has had a long history of its association with the Air Cadet movement in the sport of gliding and our shared enthusiasm for the promotion of flying. There are many common synergies that can work for the benefit of both organizations and we are aware that many of our current members in SAC were once Air Cadets and benefited from their glider program. Some highlights of the 2012 season were:

Advanced gliding courses Three clubs had contracts with the Air Cadets in 2012 to hold advanced gliding courses in the Prairie, Central and Quebec regions the week following the completion of their summer training: the Winnipeg Gliding Club, York Soaring Association, and SOSA Gliding Club. The Vancouver Soaring Club (VSA) did not hold a course in 2012 due to a funding shortfall with the Pacific Zone of the Air Cadets. VSA has successfully worked with the Air Cadets in past years and had set a high standard for these shared courses. SOSA hosted the Quebec Region's AGC.

Annual youth camps Camps were put on by Edmonton SC and York SA have been very successful, with the primary beneficiaries being Air Cadets.

SAC visits to Air Cadet Regional Gliding Schools

- Prairie Zone Director, Jay Allardyce and a group of Winnipeg club members took one of their high performance gliders to the ACRGS at Gimli, MB. It gave the cadets attending the camp an opportunity to see what is available should they wish to continue the sport post their involvement with the cadets.
- Pacific Zone – The owner/operator of the Vancouver Island Soaring Centre once again visited the ACRGS at Comox, BC with his PW-6 as part of his ongoing promotion of our sport.
- The SAC Board would encourage the visiting of Air Cadet Regional Gliding Schools to be done in each region by a SAC club which is in close proximity to the ACRG school.

Winnipeg Air Cadet Day The Winnipeg Gliding Club had current and former Air Cadets taking advantage of 50% off the regular introductory flight price. Seven current and former cadets visited the club on that particular day. Current cadets enjoyed the opportunity to add a different glider type to their logbook while a couple of former cadets appreciated the opportunity to get back in the air. Jay Allardyce played a lead role at his club in helping to organize this event.

SAC Youth Bursary Program 14 of the 39 youth receiving bursaries in 2012 were affiliated with Air Cadets. A thank-you letter from Tu Clothier to the Saskatoon Soaring Club is an example of how this program benefitted those youth that show some

initiative. This program helps both youth and the clubs in the good will generated within their areas of operation. It presents the opportunity to garner public support and free advertising to promote your club.

York Soaring Members combined with the benefits of Youth Flights Canada and the SAC Youth Bursary Program continue to play a commendable role in their helping youth pursue gliding as a sport (see attached report from York CFI, Eva Dillon).

The foregoing are some examples of good work being done by the volunteers at the SAC clubs across Canada in support of Air Cadets/Youth. All those involved deserve a round of applause and a big thank you for the work well done.

The SAC Board of Directors see the involvement of these joint efforts as part of an ongoing need to actively promote the future sustainability of soaring in Canada.

AIRSPACE – Scott McMaster

As 2012 drew to a close and 2013 started it appears that the long threatened move toward Class C airspace has begun in Ontario.

Background Nav Canada has been under pressure for a number of years to positively separate small and slow (ie. us) aircraft from the big guys. In theory they have two airspace classification options available to them to accomplish this:

- 1 Class C This is positive control, radar serviced airspace, very soaring unfriendly.
- 2 Class E Transponder required. Soaring friendly; for VFR there is no ATC intervention, separation of the big and little fish is provided by all aircraft in the airspace having transponders allowing onboard systems (TCAS) to provide separation.

The problem is that in Canada gliders (and balloons) have an exemption from the requirement to carry transponders (CARs 605.35(1)) and this exemption effectively removes option 2 from consideration. This problem has been simmering for at least a decade but various forces in the last three years have put it solidly on the front burner. In public and private discussions Nav Canada has said that since there is no appetite for removing the transponder exemption they were going to start moving to Class C in areas where it is a problem. In general they would rather not do this, it costs them money to set up radar sectors, but in many cases it is the sole remaining option.

Current situation Last year the control zone around London airport went to Class C (from D). This had little impact on soaring. This year it appears that the Kitchener control zone, and the Quebec City and Ottawa terminal control areas are next on the slate for conversion from Class D to Class C. The Ottawa TCA in particular will have a chilling effect on local clubs if it goes Class C. Meetings are scheduled as this goes to press.

In the near future the WTM (Windsor-Toronto-Montreal) corridor project is moving to completion, probably in spring 2014. It was supposed to be completed last summer but negotiations with

the US military for routings in Michigan held up implementation of the final phases. Nothing is official at this time but indications are that large swaths of what is currently Class E transponder required airspace on the west and north sides of Toronto are under threat of being changed to Class C. To repeat, nothing is official but it is hard to imagine any outcomes that will result in soaring not losing access to some airspace around Toronto.

Moving forward we have no indications of specific areas that will be examined next, but the trend appears pretty clear. If we wish to mitigate it we are faced with a stark choice: either hope the loss of airspace to Class C is not too severe or petition Transport Canada to remove the transponder exemption and try to retain the option of equipping and flying in the airspace by keeping it Class E transponder required. Neither option is ideal.

The Alberta airspace study and realignment is ongoing. It appears there will be some impact on the Cu Nim operations, however Chipman (Edmonton) might actually gain more airspace. This was promised two years ago for implementation this spring, however due to the pressure to get Calgary ready for the new runway operations it has fallen by the wayside. Don't expect the issue to be dormant for too long though, it is likely this will start to move ahead again this spring.

That's it – generally a quiet year but one ending with many indications that the coming years will be much more challenging.

FAI BADGES – Walter Weir

The table below shows that 2012 was a very good year for badges except for complete Diamonds and 750 or 1000 kilometre distance flights. Of the 38 C Badges, 15 came from Air Cadet camps held at York Soaring and Winnipeg Gliding Club. Let's hope that many of them continue soaring.

Three pilots earned all three legs of their Silver badge in one flight:

- Trevor Finney of Edmonton on 26 May in an ASW-20.
- Justin Gillespie (age 19) of WGC on 2 June in an Astir CS.
- David Gossen of Toronto Soaring on 2 July in an ASW-20.

Badge & badge leg statistics, 2003–2012

	03	04	05	06	07	08	09	10	11	12	5 yr avg	% of avg
1000 km	0	0	0	0	0	1	0	1	1	0	0.6	–
750 km	–	–	1	1	2	1	0	2	1	0	0.8	–
Diamond	1	1	1	0	1	0	0	1	0	0	0.4	–
Gold	7	2	5	1	2	3	4	2	2	3	2.8	107
Silver	19	7	7	13	16	9	10	9	11	9	9.6	94
C Badges	26	18	33	19	27	21	23	19	27	38	25.6	148
Badge legs	99	51	47	60	90	40	55	58	36	58	49.4	117

Of the 58 badge legs, 7 were Diamond, 10 were Gold, 41 were Silver.

FLIGHT TRAINING & SAFETY – Dan Cook

Safety report See the separate safety report by SAC Safety Officer Dan Daly. We were all saddened by the fatal accident of Derek Mackie last summer at the Nationals. We extend our condolences to his family and friends. We also had a serious accident and wish a speedy recovery to the pilot. Similar concern over fatalities in the USA has their Soaring Safety Foundation planning to work more closely with OSTIV Training & Safety Panel (TSP) for safety. Dan Daly has produced an interesting *free flight* article on a new approach to risk management.

We are hoping for better participation from clubs sending in their annual safety reports. To simplify the process a proforma has been prepared and posted in the SAC Documents section. Timely club reporting of observations and recommendations improves the overall quality and content of the national report and can benefit us all.

Contest safety The FTSC met with the contest CD in March 2012 to discuss what could be done to improve contest safety. We recommended and discussed using a systems approach to analyze potential hazards and how to mitigate these risks. Terrain analysis is recommended as part of this process. Some issues of concern include contest rules that reward higher risk taking such as low saves or flying after collisions. We recommended to the Sporting committee that these types of risks be considered as land outs with respect to scoring. FTSC has also discussed fatigue monitoring and management as part of contest safety strategy and that priority be given to safety over pressures for contest completion.

PowerFLARM A petition was forwarded to FTSC by Marc Arsenault, ACE. The aim of the petition is to draw attention to the significant contribution to safety that PowerFLARM use can give us if we all use it. The petition is from PowerFLARM users to non-PowerFLARM users and has been posted on the Round Table. In addition, discussions with the Insurance committee has matured into their development of a plan offering a 5% insurance rate reduction for PowerFLARM users to help offset the cost of obtaining the devices.

Winching operations manual FTSC has been assisting Phil Stade on the production of the Alberta Soaring Council's Winch Operation Manual and training syllabus. Dave Bullock, from the BGA and a member of the OSTIV Training & Safety Panel (TSP), has provided some insights on the draft manual. In addition, Hugh Browning, also a member of the TSP, has done a detailed analysis of winching accidents in the BGA over the last decade and has made several recommendations which have been incorporated into the safety and training materials of the BGA. The TSP fully endorses these recommendations that have significantly reduced fatal accidents on winch launching over the past several years. This work will appear soon in *Technical Soaring*, the international journal of OSTIV, and is recommended reading for all pilots.

SAC simulators The SAC simulator was used for the western instructor course and for public relations and pilot trials at VSA and Cu Nim. The western simulator will be moving next to

Saskatoon Soaring and the central area simulator to SOSA for pilot trials. The simulator-in-a-box concept was built and trialed. It provides a viable solution for clubs requiring some security to control use of the device. Plans were posted on the Documents section of the SAC website. I have again been amazed this season by a student pilot who had flying skills much more advanced for the few glider lessons he had. Much of his skills had been introduced on Condor simulation with a joystick and rudder pedals. Instructors can use the Instructor Ground School video demos to introduce the skills on the simulator then confirm/practise in the air in the spring.

Instructor course Alan Wood, Cu Nim CFI, conducted the most recent western area course with FTSC assistance to help with course standards. Three new Class 3 instructors, two Class 2, and two Class 1 instructors were also trained.

Personnel changes Richard Sawyer has retired from the committee to develop his growing engineering firm. We extend our gratitude to Richard for his input and hard work over the last six years with the committee. He was course conductor for several SAC instructor courses in Ontario. There is a vacancy now on the committee and I am looking for someone from southern Ontario to assist. Please talk to your Ontario Zone director if you are interested.

Instructors manual The manual has had some proof-reading by Gary Hill, ESC, and several typos have been corrected. The new 13th edition will be available electronically in the SAC website Documents section and in the next print run.

SOAR student manual SAC board has requested an electronic version be available on the SAC website and it should be posted soon.

Preparatory ground instruction video Videos are still in production. Editing challenges have slowed down the process. The solution maybe hardware-related.

OSTIV Training & Safety Panel Ian Oldaker, Chairman of the TSP, has been appointed to a new FAI "Expert Working Group" on safety, tasked with recommending pilot safety improvements for sanctioned contests not only in soaring but all aero sports. No meeting of the TSP was held in 2012, though the Sailplane Development Panel (SDP) met during the Worlds in the USA. At this meeting safety was an important topic of the discussions.

The Safety Pays Working Group (SPWG) was set up by the International Gliding Commission to implement the Safety Pays proposal from the Sailplane Development Panel, SDP. This proposed a list of items that the competitors at FAI-sanctioned soaring contests could use to increase their scores. The SPWG reported at the SDP meeting that they do not want to introduce competition bonus points, stating, "there must be no influence of Safety Pays initiatives on scoring ...". However, they discussed the idea that a certain number of items from the shopping list have to be installed to participate in a competition. Work on this initiative continues. In the meantime the SDP will work with the SPWG, for example to better define the

requirements on stewards, organisers, and training items such as cockpit egress tests.

National Safety Program status We received one more Club Safety Program Manual and an additional Safety Audit. Accident reporting remains at about 50%. It appears the more serious the accident the less likely FTSC is to receive a detailed accident report? Most clubs' Safety Audits are now outdated (>3 years) and their last audit should be reviewed by the club Safety Officer and any changes noted. It's that simple. Please let us know if you have made changes or improvements.

On a positive note, more clubs are starting to forward their Annual Safety Reports to FTSC and this is a significant indicator of a generative safety culture. These are invaluable inputs into our national safety report produced by Dan Daly. If your club has not done so please consider participating. It is an opportunity for an independent outside look and the potential of improving safety nationally.

Dan Cook	Chairman, with members John Toles, Joe Gegenbauer, Gabriel Duford
National Safety Officer	Dan Daly
SAC Board Liaison	John Mulder
OSTIV TSP Chairman	Ian Oldaker
Director of Safety	Sylvain Bourque

FREE FLIGHT – Tony Burton

The 2012/4 issue was the 182nd to come out of our house since Ursula then I began editing *free flight* in 1981. Thanks to Ursula for her highly expert copy proofing. Thanks also to all you photographers, particularly Maria Szemplinska who has a very good eye for composition (her gliding photos have been appearing internationally).

And a special thanks again to all who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content.

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

Make use of the 83,000 word "searchable" index on the web page – it is a very useful resource – *free flight* contains a lot of valuable information that does not go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It's all available with a few keystrokes. Know also that there is hardly a gliding history question you can ask that doesn't have an answer in Ursula's *The Book of the Best* (go to SAC website Main Menu, then Historical Data).

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

INSURANCE – Keith Hay

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

Our loss ratio flattened out last year from the increase in 2011. This helps the long term average loss ratios which is good news both for our fleet and our continued insurability as a group. Our number of insured aircraft and total hull did increase this year, in part due to replacement of the Blanik L13s.

SAC continues to apply a "Claims Surcharge" to those with claims in the last 3 years. This is, in turn credited to all owners with a Claims-free record in the form of a No Claim Bonus at each renewal. For 2012 the plan paid a total of \$12758 to those owners and clubs with claims-free records.

2013 renewals As in all previous years, insurance coverage will be extended through 30 April to renewing aircraft to allow for the processing of renewals. The policy year will run from 31 March 2013 to 31 March 2014. It is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. As I update this report, we have completed negotiating the 2013 Insurance renewals. Several changes to the plan this year:

- Base rate premiums have *decreased* approximately 5% on average across the plan. This reflects our stabilizing loss ratio as well as recognizing ongoing work by FTSC, many clubs and every individual to improve our flying and handling practices.
- There will no longer be options for alternative hull deduct-

ibles of 5% and 10%. There was very low participation in the options and the available pricing did not make the trade-off between increased owner risk and premium benefit a prudent alternative to offer.

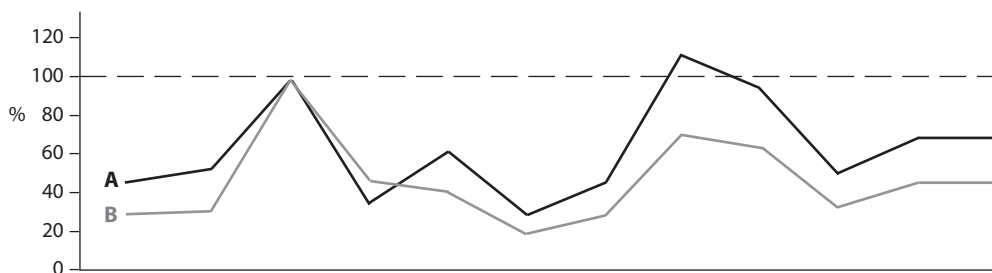
- Claims-free bonuses will also increase slightly over last year, resulting in further savings to qualifying aircraft.
- Aircraft flying with PowerFLARM are eligible for a 5% discount on their premium at renewal. Unfortunately, we are not able to offer pro-rated discounts for those purchasing a unit part way through the year. A PowerFLARM serial number will be requested during the renewal process.
- The renewal process will not be driven from the renewal website this year. Each owner and clubs will receive a renewal e-mail with the quote and a link for direct renewal and payment. The e-mails will be sent during the last week of March to the e-mail we have on record for your aircraft and will contain instructions and links for those wishing to make changes to their coverage. Insurance certificate documentation will be e-mailed upon the payment clearing.
- We will no longer be processing payments via *Paypal* due to its cost. Online payment will be processed through the commercial **CertaPay** system which provides for:
 - a. Direct debit from your bank account. This will make on-line payment available for club insurance payments as well as private owners. Those choosing this option will need to do a one-time, no-cost on-line registration to *CertaPay*.
 - b. Credit card payment.

Club renewal packages will be e-mailed to each club insurance contact and private owner during the last week of March. Please ensure that <insurance@sac.ca> and <khay@sac.ca> are not being blocked by your spam filters. It is also important to be sure to let us know if you have changed your email address.

We are looking at some changes to the renewal process this year so it is critical that you read your renewal notice when

SAC INSURANCE HISTORY, 2001 – 2012

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Insured Clubs	38	35	33	36	32	29	29	23	24	25	23	22
Total Aircraft	306	276	351	368	337	336	313	288	278	295	290	280
Hull Value (\$M)	9.49	8.56	13.35	13.60	12.7	12.3	11.7	11.5	12.0	13.1	12.7	13.5
Hull Loss Ratio (%) A	42	51	97	32	60	26	42	110	96	47	66	66
Total loss ratio (%) B	26	29	96	45	38	16	27	68	63	30	43	44
No claim bonus paid (\$)					9538	7632	8400	6586	5140	6887	8191	12758



you receive it. If you have not received your renewal notice by **April 10**, please contact me directly at <insurance@sac.ca>.

Your SAC membership “validates” your insurance coverage, so ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create a situation where your insurance coverage may be considered void in the case of an accident or claim.

It’s important that clubs forward their membership updates to the SAC office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage. Make use of the online membership list submission from the SAC website so that the SAC list is as current as possible. If you have questions regarding the online membership update process, contact John Mulder on the SAC Board of Directors.

Starting in June, we will be validating private owner renewals for SAC membership. I will be sending e-mail notification to any private owner not showing as a current 2013 SAC member based on the membership as submitted to the SAC office by each club. Last year we had one club who neglected to forward any SAC memberships until prompted in late June.

2012 insurance notes

1. Increasing Hull Values It is great to see the fleet renewal happening, particularly at the club level. This does however present an extra challenge when it comes to loss management and insurance. As the hull values increase, particularly for 2-seaters, the impact of a single loss can have more of an effect on the loss ratios and on-going fleet insurability. Hopefully, more capable and new gliders partially result in more flying and hence a better level of currency to help reduce accident impact.

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

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

Proper fuel storage and physical environmental protection is important. Depending on the club’s location and the volume of fuel, a relatively minor fuel spill can easily result in a \$300,000 or more clean-up bill. In some cases, there are government regulations specifying minimum standards for any “new” fuel storage facility. While existing fuel storage may

not currently require upgrading, this could change as concern over environmental protection increases. Although we are continuing to look for affordable options for insurance coverage for a couple of clubs, the cost will likely be driven by details of a club’s individual fuel tank setup as well by the number of participating clubs.

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

- Does your club have procedures in place should a fuel spill occur? Are they written down? Where are they kept? Do those regularly involved in fuelling know where the written procedures are kept? Do the procedures include reporting requirements to regulatory authorities and directions about what to report to the authorities? Is there a regulatory authority reporting phone number clearly written on the procedures manual? Are these procedures reviewed with members on a regular basis, especially those regularly involved in fuelling? Is this member training documented?
- Do you have fuel spill “mop-up” kits and other liquid containment equipment readily available in the event of a spill?
- Do you regularly monitor the condition of your fuel tanks for leakage, corrosion, damage? Or, do you have a contractor undertake this for you? For above ground tanks, do you regularly inspect the structural elements of the tank to ensure their integrity (tank support structures, tie-backs and the like)?
- Depending on the age of your tank, have you considered upgrading to a “double-wall” tank?
- Do you have spill retention “berms” around your fuel tank to prevent spilled fuel from spreading – otherwise known as secondary containment?
- Do you have sturdy fencing (e.g. metal pipe bollards) around your fuel tank to protect against vehicular and other collisions with the tank?
- Do you have old still-in-use tanks (either in-use or out-of-use) that should or must be decommissioned according to regulatory standards?

MARKETING & PUBLICITY – Jay Allardyce

The Marketing committee was launched at the AGM in March of last year and since then, several initiatives have been started to support national marketing and publicity of our sport. The first initiative was a full page colour ad in *COPA Flight* alongside Bob Katz’s excellent series on gliding specifically focused at power pilots. The advertisement was run in the June 2012 issue. The ultimate goal was to have a regular advertisement in *COPA Flight* on a monthly basis. SAC has purchased a 12-month quarter-page ad for 2013 and our first one appeared in the February edition of the publication.

The committee activities were largely put on hold for the summer months as everyone enjoyed the flying season. However, I continued to explore opportunities to publicize our sport on a national scale. In August, I recruited a couple members from my club and we visited the Royal Canadian Air Cadet Prairie Region Gliding School. This was a very successful

visit and a great way to share our sport with an interested group of young people. For 2013, I would like to coordinate visits to all the Region Gliding Schools. I would also like to create an eye-catching poster to be distributed to each cadet during this visit as a keepsake. A more detailed report of my thoughts on attracting current and former Air Cadets to our clubs can be found in the Fall 2012 issue of *Free Flight*.

For 2013, there are a handful of ideas the committee is planning to explore. In addition to the monthly advertisement in *COPA Flight*, the committee is planning to approach several Canadian magazines to explore the possibility of articles on gliding in Canada. Some ideas of magazines that the committee may approach include Canadian airline in-flight magazines (WestJet's *Up Magazine*, Air Canada's *EnRoute*, Porter's *re:Porter*), *Canadian Aviator*, *Wings*, and possibly some magazines that focus on outdoor living.

New for 2013, SAC also has a new program to assist clubs with their local marketing and publicity efforts. SAC will support the marketing and publicity costs incurred by a club by matching at 50% of the expense to a maximum of an amount equivalent to 10% of the paid SAC memberships on 1 October of the year the expenses were incurred. To apply for this program, forward a description of the expense and receipts associated with the expense to Jay Allardyce.

The committee is always looking for innovative ways to promote our sport on a national level. If you have an idea you'd like to share, please do not hesitate to contact Jay Allardyce at <allardyce.j@gmail.com>.

MEDICAL – Dr. Guy Theriault

I have gone through the TC site and can find nothing that hints at changes to the Class 3 or 4 Medicals for our pilots. There is a mention of a committee that was theoretically formed to revisit the class 4 requirements but the site does not mention the year that this subcommittee of the Canadian Aviation Regulation Advisory Council (CARAC) was formed. No upcoming meeting seems to be on the agenda – there isn't even an active HTML link to a members list. Therefore this report is: nothing airworthy to report.

Après vérification du site Internet de Transport Canada, je n'ai pas pu trouver de mention, dans les différents comités, de changement prévu pour les médicales associé aux classes 3 et 4. On y mentionne la formation d'un sous-comité qui était censée revoir les critères pour la classe 4, mais la date de constitution et l'horaire des rencontres prévues ne sont pas notés. La liste des membres n'est pas consultable sur le web. Donc, pour cette année le rapport est : rien à signaler de significatif.

RECORDS – Roger Hildesheim

Although the number of record claims was down in 2012, this was more than made up by the quality of the records flown. Tim Wood showed us the potential of using the Cowley wave by smashing Dave Mercer's 100 km speed triangle and 100 km speed-to-goal records with speeds of 183.3 km/h and 180.3 km/h respectively. Meanwhile on the other side of the continent, Brian Milner was busy in May smashing distance records on the Pennsylvania ridges with a flight of over 2000 km. I am still awaiting the documentation on this flight from the SSA. This flight was over thirteen hours in duration. You can do the math regarding his average speed! Nick Bonnière was also showing us that you do not have to have a ridge or fly in the Rockies to set new records when he flew a 630km free triangle distance record in May out of Pendleton, ON. Talk about a warm-up for the GGC MayFly contest!

Remember to always use the most current record application forms – there were some updates to them this year.

So went the 2012 record season, coast to coast. I hope that the milestones set this year will inspire all of us to go out try to beat a record (or two) in 2013.

2012 record flights

Pilot	Nick Bonnière	
Date/place	17 May 2012, Pendleton, ON	
Record type	Free Triangle Dist, Territorial, Open and 15m	
FAI category	3.1.4d	
Sailplane type	LAK-17A C-GKST	
Distance	630.8 km	
Task	Start/Finish at Pendleton, ON, with free TPs near Gananoque, Bonnechere, and Huberdeau	
Previous record	<i>Bruce Friesen</i>	512.2 km (2011 Open)
	<i>Jerzy Szemplinski</i>	539.6 km (2009 15m)
Pilot	Tim Wood	
Date / place	3 Sept, Pincher Creek, AB	
Record type	100 km speed to goal – Open, 15m, Club	
FAI category	SAC	
Sailplane type	DG-400, C-GETW	
Speed	180.3 km/h (Open /15m), 169.5 km/h (Club)	
Course	start near Chain Lakes, finish near Shell gas plant south of Pincher Creek	
Previous record	<i>David Mercer</i>	167.0 km/h (2004) Open/15m
		156.9 km/h (2004) Club
Pilot	Tim Wood	
Date / place	14 Sept, Pincher Creek, AB	
Record type	100 km triangle speed – Open, 15m, Club	
FAI category	3.1.4j	
Sailplane type	DG-400, C-GETW	
Speed	183.3 km/h (Open /15m), 172.3 km/h (Club)	
Course	start/finish near Bellevue, TPs 20 km NE of Cowley and 10 km N of Old Man River gap	
Previous record	<i>David Mercer</i>	141.5 km/h (2004) Open/15m
		133.0 km/h (2004) Club

NATIONAL SAFETY OFFICER – Dan Daly

The complete report is here on page 27. This year we had at least seven accidents including one fatal accident, one accident with severe injuries, one glider destroyed on outlanding, and a towplane loss. In addition, there were 22 very serious incidents that resulted in injury or could, in some instances, prove fatal; this is above average of the last 10 years. The good news is that reporting from the clubs is up by over 50% from last year, they total 93 reports this year (the quality of reports varied from "one-liners" to thorough description of the incident, multiple viewpoints (pilot, witnesses), analysis, and corrective action (if required)). This was greatly improved reporting compared to last year, but I got no reports from 13 clubs. How can you improve if you don't know what your problems have been?

SPORTING – Jörg Stieber

IGC Plenary Meeting The 2012 IGC Plenary Meeting was held in Potchefstroom, South Africa, on 2-3 March. I did not attend the meeting due to the travel cost. Rick Sheppe, the US alternate delegate, voted for Canada via proxy and based on detailed voting instructions. I officially thank Rick Sheppe, on behalf of SAC, for taking on this responsibility and completing the task with such diligence along with the extra work it involved. His report is attached. The full minutes of this meeting are available for download at <www.fai.org/component/phocadownload/category/?download=5447:minutes>. The report to SAC on this meeting by Rick Sheppe is posted on the SAC Documents site under "Competitions & X-C".

I attended the IGC Plenary Meeting in Arnhem, Netherlands on 1-2 March 2013. The agenda and all supporting material for this meeting is available for download at <www.fai.org/downloads/igc/IGC_2013_Plenary_Agenda>.

Canadian Nationals 20-29 June 2012 The Nationals were hosted by York Soaring Association near Arthur, Ontario and directed by CD Doug Scott. The field of 24 contestants was split into two handicapped classes. FAI Class for (handicaps 0.95 or less) had 13 competitors while 11 pilots competed in Club Class (handicaps 0.90 or greater). The weather proved to be difficult with strong winds breaking up thermals on a number of days.

On contest day 4, another windy and difficult day, Canadian Team Pilot and Sporting committee member Derek Mackie lost his life in a tragic outlanding accident. There were a few more possible contest days with marginal conditions following the accident but neither the pilots nor the organizers were keen to continue flying in these conditions.

Unfortunately, day 4 turned out to be a no-contest day for Club Class, since too few pilots achieved marking distance. With only three contest days, Club Class did not have a valid competition, but the leader, Gabriel Duford, won the *SOSA Trophy* for best novice. The FAI class achieved the required minimum of four contest days for a valid competition. The winners were:

FAI Class

1.	Dave Springford	F1, ASG-29-18	3682 pts*	100.0%
	<i>Wolf Mix trophy, class winner & Dow trophy, best flight</i>			
2.	Jerzy Szemplinski	XG, ASG-29-18	3507 pts	95.2%
3.	Sergei Morozov	MS, ASG-29-18	3442 pts	93.5%

* A perfect score – 100% of maximum achievable points.

Club Class**

1.	Gabriel Duford	W6, ASW-20	2946 pts	100.0%
2.	Anthony Kawzowicz	Z, SZD-55-1	2728 pts	92.6%
	<i>Dow trophy winner, best flight</i>			
3.	Stan Martin	Z1, Mini-Nimbus	2703 pts	91.8%

** Not a valid Canadian National Competition

The 2012 Nationals were the first competition in Canada where the PowerFLARM collision warning system was widely used. All users agreed that this was a significant step forward in reducing the risk of mid-air collisions.

On behalf of all competitors, the Sporting committee thanks the hosting club and Contest Director Doug Scott.

Competition Seeding List [by Chris Gough]

Derek had previously administered the seeding list but with his passing I have taken it over. He left a very thorough list of instructions for his spreadsheet making it an easy job. I ran into a few anomalies with the scoring because of the cancelled Club Class in the 2012 Nationals. There are also some items in the seeding rules that need to be cleaned up for added clarification. Some slight changes to the seeding rules will be forthcoming. The full seeding scores and spreadsheet can be found on the SAC website in the 'Document Vault'.

Top 5 Group A 2012 Seeding List

1.	Jerzy Szemplinski	103.30
2.	Dave Springford	102.13
3.	Nick Bonnière	88.28
4.	Sergei Morozov	87.81
5.	Ed Hollestelle Sr.	87.48

Canadian participation in US competitions

Canadian pilots competed successfully in a number of US Competitions:

Region 5 North, Perry, SC

Sports Class:	Wilfried Krueger	DG-800B-18	2nd	90.7%
Std Class:	Andy Gough	LS-8	5th	98.7%
15m Class:	Nick Bonnière	LAK-17A	6th	93.0%
	Derek Mackie	LAK-17A	9th	85.9%
	Luke Szczepaniak	ASW-27	11th	80.5%
18m Class:	Jerzy Szemplinski	ASG-29	1st	100.0%
	Dave Springford	ASG-29	2nd	94.3%
	Ed Hollestelle	LS-10	5th	91.9%
	Sergei Morozov	ASG-29	9th	85.8%
	Brian Milner	Ventus 2cxT	17th	55.1%

Congratulations to Jerzy and Dave on an excellent race, placing first and second in 18m Class. Congratulations to Jerzy on his outstanding result of placing 1st out of 30 in the US 15m Nationals in Reedsville, PA.

32nd World Gliding Championships, Uvalde, TX, 5-18 August
After Derek Mackie had so tragically lost his life, the Canadian Team for the 32nd World Championships in Open, 18m and 15m classes was reduced to three pilots. All team pilots added decals with Derek's contest letters "TT" to the tails of their gliders in Derek's memory and to indicate that he was part of the Team.

Our pilots were supported by Team Captain Ed Hollestelle, himself a veteran of several Worlds, and his wife Annemarie, as well as the pilots' spouses and three volunteers. With 13 contest days (12 in 15m Class) within a 14-day period, and 600+ km tasks in 40C daytime temperatures, the competition was extremely taxing on pilots and crews. Conditions were difficult at times with overdevelopment and showers on some days.

Jerzy Szemplinski and Dave Springford did very well in the 18m class. A good example of the intensity of the competition was Jerzy's day 12 result: having achieved a speed of 152.2 km/h over 652.9 km, was only good for 10th place. Jerzy placed within the top 10 on nine days, Dave on three. Jerzy placed 1st on day 9, with a speed of 153.5 km/h over 581.7 km. Dave placed 3rd on day 10. Both finished the competition with a bang: 1st for Jerzy and 2nd place for Dave on the last day – a wonderful achievement!

18m Class results – 35 competitors; longest task – 692.1 km; best speed 157.8 km/h

Jerzy Szemplinski	ASG-29	8th	94.2% of the winner's score
Dave Springford	ASG-29	16th	92.1%

Nick Bonnière, without a teammate and plagued by instrument trouble, found himself in a difficult situation. On day 6 he got stuck in rain showers and landed out at the end of the day after what must have been a grueling 460 km of the 618 km task. However, Nick proved resilient and regained some ground with a 10th place finish for the day at the end of the contest.

15m Class results – 37 competitors; longest task – 644 km; best speed 150.9 km/h:

Nick Bonnière	LAK-17A	33rd	73.5% of the winner's score
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Detailed scores at: <<http://soaringspot.com/wgc20112/results/>>.

OLC Canada 2012 The 2012 season yielded the best OLC results of the last four years. Over half a million cross-country kilometres were flown. A possible reason for the excellent number was the early start of the gliding season in Ontario and Quebec. The 2012 OLC season ended on 8 October.

<i>Flight data:</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Participants	264	268	250	279
Total flts in Canada	2636	2594	2513	3041
Total km in Canada	448,290	450,811	410,056	516,587
Highest pilot km	13,529	14,935	15,781	16,661
<i>Trevor Florence</i>				
Highest club km – MSC	71,959	70,033	70,092	78,187

Best OLC flight by a Canadian	OLC – Canada
Bruce Friesen, Std Austria; T/O Chipman, AB	599 km, 871 pts
	OLC – N. America
Brian Milner, Ventus 2cT; T/O Mifflin Co, PA	2103 km, 1857 pts

Congratulations to both pilots to these outstanding achievements! Six Canadians submitted flights over 1000 km to the OLC North America.

OLC Canada Champions (6 best flights):

1. Adam Zieba, York Soaring Club	3861 pts
2. Trevor Florence, Canadian Rockies SC	3729 pts
3. Christian Hamel, MSC	3554 pts

OLC Canada Junior Champions (6 best flights):

1. Emmanuel Cadieux, MSC	2037 pts
2. Jay Allardyce, Winnipeg Gliding Club	1919 pts
3. Justin Gillespie, Winnipeg Gliding Club	1673 pts

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

1. Wilfried Krueger, York Soaring	6089 pts – 9th overall
2. Adam Zieba, York Soaring	4939 pts – 25th overall
3. Jerzy Szemplinski, SOSA	4219 pts – 38th overall

Plans for 2013

Spring Soaring Seminar A Spring Soaring Seminar with emphasis on cross-country training and contest flying will be held on 30 March, 2013 at the Warplane Heritage Museum in Hamilton, Ontario. Many of the presenters are members of the Canadian Team – learn from the best! For details, contact Dave Springford.

Canadian Nationals July 3-12 The 2013 Canadian Nationals will be hosted by the Gatineau Gliding Club in Pendleton near Ottawa 3-12 July with training on 1-2 July. Subject to participation, the host club is planning to field two handicapped classes, FAI Class for handicaps of 0.95 or less and Club Class for handicaps of 0.90 and greater. Pilots with glider types that fall into the range for both classes, the pilots can elect which class to fly. Both classes will receive seeding points. For more information, contact Roger Hildesheim. The contest website, is: <www.gatineau-glidingclub.ca/nationals/index_nationals.html>

2013 Junior World Championships Poland [Chris Gough] Emmanuel Cadieux will be representing Canada at the 8th Junior World Gliding Championships in Poland, 28 July to 10 August. Emmanuel flew in the last two Canadian Nationals and won the OLC-Junior contest in 2010 & 2012. He has secured a Cirrus to fly for the contest. WestJet tickets will once again be raffled off as a fund raiser and expect to hear of other fund raisers through the spring and summer. Emmanuel has started a blog at <<http://emmanuelcadieuxjwgc2013.wordpress.com/>>.

International Competition Calendar

17th FAI European Gliding Championships	
Vinon sur Verdon (France)	08–21 June, 2013
7th FAI Women's World Gliding Championship	
Issoudun (France)	29 Jun to 13 Jul, 2013
17th FAI European Gliding Championships	
Ostrow Wielkopolski (Poland)	05–21 July, 2013
8th FAI Junior World Gliding Championships	
Leszno (Poland)	28 Jul to 10 Aug, 2013
2014 FAI World GP Gliding Championship	
Sisteron (France)	09–16 May, 2014

33rd FAI World Gliding Championships
 Räyskälä (Finland) 22 Jun to 06 Jul, 2014
 33rd FAI World Gliding Championships
 Leszno (Poland) 21 Jul to 10 Aug, 2014

A full list of national and international competitions is posted at the IGC website:

<www.fai.org/igc-events/igc-events-calendar-and-results>.

Seeding rules update The Seeding Rules need an editorial update to remove some inconsistencies between rules and examples. A full Seeding Rules review is still outstanding. The following changes are being considered:

- **Scoring Benchmark** Currently the point score of the winning pilot is used as the benchmark. A more consistent benchmark would be the maximum attainable point score in a contest. A change of the benchmark would result in a slight reduction of all seeding scores. This would require a recalculation of last two years' scores. If we decided to implement this change, it should be done for the 2014 Seeding List since this is an off year for qualification.
- **Competition factor for Pre-Worlds** The current factor of 1.10 seems too high considering the factors for Worlds (1.12) and European Championships (1.10). A more appropriate factor would be in the 1.07 – 1.08 range.
- **Integration of seeding scores between the Classes** Currently there is no mechanism to compensate for possible differences in competitiveness between FAI Class and Club Class.

In Derek's memory We mourn the tragic loss of our friend, gliding buddy, fellow competition pilot and Sporting committee member Derek Mackie. Through his work at the Sporting committee, Derek made significant and lasting contributions to competitive soaring in Canada. Derek was the lead on drafting the rules for the OLC Canada and the Seeding Rules that are now in use. We all miss him.

TROPHIES & AWARDS – Phil Stade

Flight trophies

Canadair Trophy – best 6 flights of the year – pure glider
Trevor Florence – Canadian Rockies Soaring Club
 3728.76 OLC pts, 3804.39 km total, 634.1 km average

Trevor logged 113 OLC flights with an average of 147.4 km per flight. The six best flights were flown in his Duo Discus from the Invermere Airport in B.C.

	OLC Pts	Dist.
1. July 5	818.33	825.27
2. May 19	748.21	814.26
3. May 6	589.93	619.59
4. May 26	558.87	548.20
5. Aug 15	528.05	510.19
6. June 12	485.37	486.88

Canadair Trophy – best 6 flights of the year – motorglider

Adam Zieba – York Soaring Association
 3861.25 OLC pts, 3599.24 km total, 599.87 km average
 Adam flew his ASW 28E/18m motor glider from the York Soaring airfield.

	OLC Pts	Dist.
1. August 29	728.46	668.89
2. July 29	727.21	674.52
3. Aug 22	663.13	595.18
4. Aug 25	601.29	578.72
5. Sept 10	573.26	533.38
6. July 30	567.91	548.55

BAIC Trophy – best flight of the year – pure glider

Bruce Friesen – Edmonton, Std. Austria C-FPDM
 Bruce has posted some of the best flights year after year. His winning flights in a classic aircraft have pointed many pilots toward the benefit of careful pre-flight preparation.

	OLC Pts	Dist.	
May 26	870.66	598.84	70.12 km/h

"200" Trophy – best 6 flights, pilot under 200 hrs P1 at start of season

Alan Daniel – SOSA – LS8-18
 1832.73 OLC pts, 1728.65 km, 288.11 km average
 Alan's flights all originated at Rockton, ON

	OLC Pts	Dist.
1. July 8	404.21	365.08
2. July 21	337.78	293.90
3. Aug 19	333.53	324.28
4. July 16	296.95	279.20
5. Aug 3	275.93	256.51
6. Aug 6	183.33	209.68

Stachow Trophy – absolute altitude in excess of 5000m

Tim Wood DG-400
 2 September from Pincher Creek Airport, AB.
 Maximum Altitude – 27,474 feet (8374m)
 Height Gained – 19,052 feet (5807m)

It is appropriate that Tim wins this year's Stachow Trophy since he has dedicated a number of years flying effort toward understanding the potential for long distance flights in the lee wave in Alberta. Congratulations Tim, and good luck with your record attempts.

Silver C Gull Trophy – the youngest pilot under 21 earning the Silver Badge

Robert Zachemski qualified for the Silver Badge at the age of 17 years, 346 days in 2012. Robert's five OLC flights in an SZD55 and an SZD Junior totalled 825.9 km for an average of 165.2 km per flight. We look forward to seeing your flights on the OLC in the years to come. Congratulations Robert.

Other trophies

Walter Piercy trophy *(instructor of the year)*

Dean Toplis, Great Lakes Soaring

Dean has been the CFI for the past five years and served on the board of the club and has served as Chief Tow Pilot. As CFI he made 158 instructional flights and 31 tows in 2012. He organized the Great Lakes Gliding Club 2012 ground school attended by 18 new students and some other members of the club. Dean attended each ground school lesson and introduced the speakers as well as giving a number of the lessons himself. He wrote a huge proportion of the Great Lakes Ground School lesson plan content.

Hank Janzen Award

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

Pierre Gavillet, Montreal Soaring Club

Pierre has made a herculean effort at researching, designing and applying the principles of state-of-the art Safety Management System techniques over the course of the last three years at Montreal Soaring Club. His leadership in the development and introduction of a Safety Management Program for MSC has been exemplary. In particular, his risk assessment for the Lake Placid wave camp, for the many SAC members from various clubs who fly at Lake Placid, has made a difference in this very different environment.

Roden trophy – *club soaring skills development*

Winnipeg Gliding Club

This trophy is awarded to the club that, for its size, develops the soaring skills of the largest numbers of its pilots and is consistently aggressive in badge development. Badges provide glider pilots at all skill levels with a strong motivation to continually increase their skills and accomplishments in the sport.

The trophy is being awarded for the 2012 season to the Winnipeg Gliding Club. This club with its 38 SAC members, qualified for 2 Gold Badges or Diamond legs, 3 Silver badge legs, 12 A badges, B badges or C badges, which resulted in a Roden Trophy score of 63.16. A number of additional badge legs were flown but not recorded in time. The club's focus on badge flying is commendable.

“Insurance 101”

Your SAC insurance coverage – Major Points

While this touches on the major points, the plan coverage summary is available from your club treasurer and each private owner should receive the coverage summary along with their new insurance certificate on renewal. 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.

Who and what is covered?

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

Hull coverage This is the coverage that covers most accident damage to your aircraft. It covers the aircraft and its normally installed permanent equipment. You purchase a specified value of coverage for each aircraft that should reflect the value of the aircraft and its normally mounted equipment and instruments. This does NOT include your glider trailer. It is not a good idea to “under-insure” your glider. One way to view this is that the insured value should be an amount that you would be happy to receive if your glider suddenly disappeared from your trailer. While it is tempting to use a lower hull value to save on the premium, it can also result in relatively minor damage resulting in a write-off and inadequate payment to you for replacement. There is currently a \$500 deductible per incident for hull coverage.

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

General aircraft liability This coverage provides payment in the case of damage to third party property, and bodily injury to third parties that may occur involving your aircraft while it is “in-motion”. An example of covered property damage would be crop damage during an outlanding. This is also the coverage which provides protection to the club and SAC in the event of an injury during an aircraft incident to a bystander, intro passenger, or other guest who is not a SAC member or FAI guest. Claims in this area are the ones that are potentially *huge*. Imagine the medical bills should a bystander or passenger be injured while operating your glider. Coverage is available in 1 and 2 million limits per private aircraft and 2 million limit for each club aircraft. There is no deductible for this coverage.

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

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

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

2012 Air Cadet gliding at York Soaring Club activities & training

Eva Dillon, York CFI

THIS IS HOW IT ALL ADDED UP – one 7-hour flight, a dozen C badges, four ab-initio licences, four additional licences, and seventeen bursaries. Here are some details:

In May, twenty bursaries valued at \$500 each were allocated by Youth Flight Canada. Sixteen of the twenty bursaries were awarded to current or former air cadets, seven of which were CRGS graduates and nine who obtained their licence at York Soaring. Funding for the bursaries was obtained from donations by club members, and reduced membership fees of \$120 were charged to the recipients.

In June, five youth pilots received SAC bursaries valued between \$250-\$500, three of which were air cadet pilots (Thomas Butts, Tim Belchior and Pearl Yang). The recipients used the SAC funding to purchase unlimited air time packages so they could maximize time building and badge attempts over the course of the summer with their YFC bursary, which covered primarily the cost of the tows. Three youth members/cadet pilots attended York's instructor course taught by Paul Moggach and Tim Belchior completed his first cross-country flight in the 1-34 during the 2012 Canadian Nationals.

In July two Air Cadets obtained their licence during York's annual 3-week youth training course and two more obtained their licence in August.

In August, five cadets who did not complete the CRGS training arrived to complete their licence mid-month and two Bronze badge courses during the final two weeks of the month. Club members John and Tracey Brake were pivotal in organizing and running a week-long Advanced Soaring Course (ASC) for the cadets that allowed eight cadets and four cadet instructors to receive mentoring flights in the DG-500, K-21, and Grob 103 as well as solo flying in the 2-33, 1-26, 1-34, PW-5, and Grob 103 CS77. About 220 flights were conducted during the week resulting in eight C badges and one Bronze badge. Certificates were presented to participants by the Ontario Lt. Governor David Onley during his visit.

The following week another five cadet pilots joined to build solo time, fly the 1-26 and 1-34, and receive mentoring in thermalling and Bronze badge subjects. Three youth obtained their C badge during the September long weekend and Tim Belchior, who first joined York Soaring in 2011 and obtained his C badge in the 2011 ASC, finally got his Silver duration with a 7-hour flight in Youth Flight Canada's Twin Grob.

Air Cadet Brittany Childs (right), a newly-licensed pilot, participated in the second ASC and ended the week with her first 2-hour flight in the 1-34 followed by an hour long flight in the 1-26 that same afternoon.



SAC SAFETY REPORT 2012

Dan Daly – SAC National Safety Officer

THIS YEAR WE HAD AT LEAST EIGHT ACCIDENTS, including one fatal accident, one accident with severe injuries, one glider destroyed on outlanding, and a towplane loss. In addition, there were 22 very serious incidents that resulted in injury or could, in some instances, proved fatal; this is above average of the last 10 years (1.5 fatality and 19 serious incidents average).

The good news is that reporting from the clubs is up over 50% from last year, though it did take some chasing to get a number of them; they total 93 reports this year. The quality of reports varied from “one-liners” to thorough description of the incident, multiple viewpoints (pilot, witnesses), analysis, and corrective action (if required). This was greatly improved reporting compared to last year, but I got no reports from: Prince Albert G&SC, Aéroclub des Cantons de L'est, Bonnechere Soaring, Erin Soaring Society, Regina G&SC, Grande Prairie SS, Alberni SA, Cdn Rockies SC, Pemberton Soaring Centre, Silver Star SA, Vancouver SA, and only one from Edmonton Soaring. How can you improve if you don't know what your problems have been?

Reported Accidents

Fatality Analysis done independently since SAC NSO was not given access to the IGC file. 26 June.

There are two analyses on what may have happened by experienced cross-country pilots whose opinions I respect. TSB have concluded their investigation and concluded that there are no safety recommendations (Class 5).

First Analysis

Pilot Experienced pilot (25+ years power, hang-glider, glider) with good currency ~100hrs/year in the last 3 years on type, 30h on type in 2012 to the date of the accident (OLC stats), pilot practised spins on type within 12 months. Pilot familiar with the area and experienced in off-field landings.

Flight Winds from the north gusting 15-25 kts. Accident occurred near the end of the convective day, thermals were broken up by wind, no attempt at thermalling below 1000 ft agl. Joined downwind at ~400 ft, initiated turn to final at 300 ft agl when a stall/spin developed. During the spin the glider impacted into trees, a branch entered the cockpit through the canopy.

Lessons learned

- In gusty, high wind conditions field options become limited by wind direction. High crops will further limit the options available. We should be prepared to make our field selection at a higher altitude than we would in more favourable weather conditions. By reviewing the flight path in GoogleEarth, it became apparent that there were very few options once the glider was below 1000 ft AGL, this was surprising considering that the flight took place in an area which is considered very safe for outlanding.

- We must maintain extra airspeed in the circuit in windy/gusty conditions. It is easy to get fooled by high ground speed; the issue can be further complicated by turbulence generated by ground features.



Second Analysis

I concur with the first description of the conditions and flight path up until the pilot turned final at approximately 250–300 ft. Here the pilot looked at clear distance ahead to the end of the intended landing field of approximately 1500 ft. Assuming that flare and ground roll would take up 500 ft, the approach slope to the reference point would have been between 3:1 and 4:1 which corresponds to a slope angle of 14–18 degrees $(1500 - 500)/250 = 4:1$

This is quite different from a normal approach glide path of 3 degrees. I believe the pilot had doubts that he could land and bring the plane to a stop in the available space from this position and decided to turn downwind again to give himself more room for approach and landing. As he turned downwind at low airspeed, the glider entered a spin that was unrecoverable. The mechanical turbulence due to the strong NW wind was probably a factor.

Uncertainties There are not enough data points covering the last moments of the flight to determine with certainty what happened. The rapid loss of altitude in the 4-second interval between the second last and the last flight data point, as well as the position of the plane on the ground, indicate a stall/

spin. However, it is not clear if the left turn after the turn to final was a controlled turn or already part of the spin. I don't find it plausible that a glider would enter a spin after having turned to a high final into a very strong headwind. Had the pilot intended to land from this position, he would have had to point the nose down, deploy full spoiler and landing flap to execute a steep approach. The GoogleEarth photos on which our assumptions about position and length of the intended landing field are based, are several years old. It is possible that the lay of the fields has since changed. For certainty one would have to walk the perimeter of the field with a GPS data logger.

Other Factors There were a number of factors that added to the pressure of competition flying for this particular pilot:

- The pilot was scheduled to represent Canada in the upcoming World Gliding Championships but he had not been doing well up to this point in this competition – this must have added some pressure to perform.
- The pilot was a member of the Task committee, partially responsible for task setting and the decision whether or not to send the contestants on task. This was a difficult decision on the accident day, due to the strong winds and resulting marginal conditions.
- The pilot launched ahead of the field, acting as a “sniffer” to evaluate conditions from the air. By the time the start gate was finally declared open, the pilot had been airborne an estimated two hours before starting on a challenging task.

SAC NSO Comments

- The aircraft was a LAK-17a, flown 15 metre, and according to Dick Johnson's report in the March 2001 *SOARING* magazine, the aircraft has benign spin behaviour “.
- Each possibility in the analyses, is, in my opinion, valid. Either an aggressive turn to final, or a spin entry during a turn to position for a left-hand downwind after overflying the intended landing field to inspect it closely, is equally possible. I think a 15m flapped glider could have landed straight ahead into a 15-25 knot wind... How he got to that position is the bigger lesson, and that being in a position to make you have to maneuver aggressively in low level turbulence/high wind is the problem. Doing a circuit from the SAC recommended heights, into a good field, means that you do not have to expose yourself to risk in an outlanding, since mild maneuvering at most is required.
- The accident pilot's personal limits for outlandings were published in a briefing which is on the SAC website, as *Landouts 101*, under 2011 CAS Seminar. I attended, and spoke to him at lunch (we were both ex-CP140 Air Navs and friends) about this being too low. He shrugged and said, not for him.
- At the end of the day, each pilot has to make the decision on their limits themselves. I ask each of you to consider whether your life is worth a few extra kilometres (for OLC), or a few hundred points (in a contest).
- It is very difficult to get access to IGC files after crashes. Analysis of what happened is critical to understanding cause, but I have been unsuccessful in getting access to any of the fatal accident IGC files since I have been National Safety Officer. We are fortunate to have the analyses of this accident, but it would be better if every pilot told his friends, and club safety officer, that it's okay to give the file to the accident investigators and

SAC safety officials in the event of a serious or fatal accident. I have; while I'd be dead, at least the lessons mean that others will get real information, not internet rumours.

Bail-out Serious injury – substantial damage.

29 July, from CADORS. “Presumed landing-out based on altitude cited by CADORS and distance from club”. The privately registered Neukom Elfe S4-A glider departed from Conn aerodrome (CCN4) for a soaring flight in the local area. After soaring for about 3 hours, on approach to land on runway 18, at an altitude of less than 500 feet, the glider pitched up and the pilot bailed out. The aircraft landed a few hundred feet beyond where the pilot and parachute landed.

NSO comment The importance of having a parachute and plan is highlight here. What caused the departure from controlled flight is not clear; I ASSUME that a structural failure of some sort was the cause (note, I own and fly a 1965 Austria). The pilot was very fortunate to have survived a jump from under 500 feet.

Recommendations Wear a chute and have a plan. It is important to have a thorough annual inspection and preflight, particularly on older gliders. I am not saying that it wasn't the case here, just a general observation.

Off-field landing No injury – major damage/writeoff

Pilot cross-country experienced, mid-May. The flight distance is close to glide to an airport, but finds himself outside his local area after crossing an area of sink. The pilot tried unsuccessfully to go back to return to the airport. Since low and with woods between him and the airport, he elects a field landing. He made a downwind from less than 500 feet vertically to the touchdown point, made a 180 and a final pear-shape approach to the field. Since hay was long and the field was bowl-shaped, the left wing of the glider touched even before the gear touched the ground. The glider made a groundloop, the fuselage broke and the tail struck the rear of the two wings causing damage to the ailerons and flaps. The pilot was unharmed.

Recommendations When in cross-country flight, we must always be ready for a landing. The last movements at low altitude must be made to get to an area favourable for landing rather than an airport out of range or a cloud in unfavourable terrain. A last minute field selection and non-standard circuit increases the workload that causes tunnel vision and reduces a pilot's ability to anticipate events and sources of danger.

Off-field landing - Rapidly deteriorating thermal activity necessitated off-field landing in corn field.

Left wingtip struck a runway lamp on take off – motorglider.

Towplane Landed on wet grass strip and flipped – write-off – \$70,000

Glider wing struck trailer on landing roll – \$7,500

Gear failure Krosno had a hard landing with student (front seat) and instructor (rear seat), The student was flying. Conditions were VMC, light wind. The landing was no harder than

usual but resulted in an undercarriage strut failure. This aircraft has had multiple hard landings over the years and we believe that this contributed to metal fatigue. No additional damage resulted.

Serious Incidents

Injury Finger caught in spoilers during positive control check. During the pre-flight checks of the spoilers, the first pilot shouted “wait” instead of “close” and the pilot at the controls did not understand. He closed the spoilers on the left ring finger of the first pilot, resulting in a deep cut.

Wing strike While handling a two-seat glider after a day of flying, a person pivoted the glider without verifying that the way was clear. A person who had just closed the canopy and was walking away received the leading edge of the wing in the middle of their back; they lost balance and fell on the ground.

Altimeter mis-set/low approach During the morning inspection on the Twin Grob, the altimeter was set to 1167 feet instead of 167 feet. On the first flight of the day, the release was made at 3200 feet on the altimeter, which gave 2000 feet agl. When the glider came back to start its circuit, the pilots realized that the indication was incorrect. The instructor made a right hand modified circuit for runway 27 at low altitude.

L’Hotelier fittings loose or over-tightened on an LS-4 (could result in loss of control).

Uncontrolled spoiler open Descending at speed parallel to runway at approx 110 kts when spoilers opened causing a change in attitude requiring abrupt reaction by P1. Spoilers not locked? Closed spoilers, confirmed controls normal. Mild scrape to left arm of P2.

Near miss of pedestrian on hangar flight Planned landing near hangar on non-active runway. Pedestrian crossing runway seen when collision seemed inevitable but attempted to pass behind him (in the direction he came from). Radio call to operations – they shouted to him, he turned, looked at pilot, and panicked, running back the way he had come – into the path of the glider. Glider was aggressively ground-looped left. Missed pedestrian by 3-4 feet, ended up pointing 180 degrees to approach path with wingtip about 6 feet from fence.

Open spoilers on take-off Alert field manager called by radio and tow continued.

Flight with tail dolly Student pilot is distracted and then pressed by the towplane returning to the field. He gets in and performs a full flight with the tail dolly in place. A walk-around before each flight is necessary, and the wing runner should have checked as well. A similar flight in the USA last summer killed three people – grandfather, daughter, granddaughter on lap...

Near miss The privately-owned glider was on a local VFR flight. The glider was circling at 5600 ft asl about 16:40 EST when it came into conflict with an unknown aircraft described as a business jet. The jet passed approximately 200 ft below the glider. A CADOR (#201201306) was submitted regarding this incident.

GGC has been attempting to reinstate the former airspace Memorandum of Understanding (MOU) however, NavCanada has been steadfast in not wishing to reactivate this MOU. Ironically, it was NavCanada that came to GGC in 2003 requesting that the MOU be put in place. Pilots flying in the vicinity of the V316 airway must remain vigilant to high speed commercial traffic passing through the Pendleton area even if Ottawa Terminal has been notified of flight operations.

Near miss After hearing another glider was coming in my direction, I looked for him and tried to contact him twice, with no reply. I continued to look and saw him about 100 feet below me. Other pilots had had no difficulty understanding my radio calls.

Battery came loose while inverted. Interrupted DI, Dittel battery box not screwed in.

Near miss DG600/Piper Aztec “very close” – Piper was not on correct frequency for the glider aerodrome.

Near miss While flying the LS-4, I was surprised twice by another glider flying very near me (within 100m), and he did not respond to two radio calls. He later entered the same thermal and did not respond to radio calls. Inattention? Hearing deficit?

Near miss Glider joins two other gliders in same thermal at a similar altitude, takes a position just behind one of them, and nearly collides. Basic rule – call on the radio with intentions. A glider must always join the thermal in a visual position for other gliders (180° opposite for 2 gliders, 120° for 3, 90° for 4).

Near miss Collision avoidance, two cross-country experienced pilots. The two gliders on approaching flight paths at similar altitudes. One pilot sees the other glider, assesses the situation safely and continuous reconciliation without radio contact. The second pilot saw shortly after the first glider and performs an avoidance maneuver. Gliders have a separation of about 250 ft at closest approach.

Recommendation Use the radio; mid-air are usually fatal.

Back seat check Current pilot asked instructor to ride along as safety pilot on first back-seat flight in a while. Searched for lift in usual places with no effect, and decided to return to the field. Was surprised at the strength of headwind. No spoiler approach was possible to a downwind landing, just. Plan B, suggested by P2, land in “vast plowed field” just before base leg. Zero sink, P1 elects to go for the field, last turn at 50 feet. P2 had notified traffic of low return by radio.

Spring Checks

- **Heavy landing** Puchacz; full spoiler plus sideslip; inadequate speed to round out. Instructor did his spring check that morning. Very experienced P2. Instructor expected him to perform well, did not see the problem developing and did not take control.

- **Rope break** The P2 was on a spring check flight with an instructor (P1) in the Puchacz. The P1 thoroughly briefed the P2 as to the air exercises that were to be demonstrated during the flight. At 2000 ft the P2 began the ‘boxing the slipstream/

wake' exercise. Winds were strong and gusting. As the glider descended on the right side below the towplane, it was apparent that considerable slack in the rope had developed. The P2 attempted to remove the slack in the tow rope and avoid a rapid snatch on the towplane and Puchacz by yawing away from the rope so as to gently tighten it. Unfortunately, this sequence of events all took place very rapidly and resulted in the rope breaking as it snapped tight. Instructor expected him to perform well, did not see the problem developing and did not take control.

- **Spring check 2nd flight** Entered the circuit too low, had to land on alternate runway.

NSO Comment We ask the most of people when they are least able to deliver it. Maybe do one normal flight to get back into the saddle before exercises that demand great skill?

First flights in type (2 incidents)

- During the first flight in his newly-acquired glider, the pilot did not confirm that the spoilers were fully locked prior to launch. During the take-off roll, the spoilers started to creep open and the pilot noticed that the climb rate was very poor on tow. He then immediately closed (locked) the spoilers. The glider pilot had run through his pre-flight checks and the wing runner had verbally asked and received confirmation from the glider pilot that the spoilers were locked prior to launch. This was the first flight for the pilot in this type of glider, and the first in a flapped high performance glider.

The recommended procedure for launch is to set the flaps negative for the initial roll and as aileron authority is gained the flap is set for a slightly positive setting. The pilot indicated that he was very focused on ensuring that he followed the recommended flap procedure for launch and overlooked physically verifying that the spoilers were locked.

- First flight in Kestrel, second day of spring flying. The canopy departed at 20 feet. Glider released, landed straight ahead. Unfamiliar latches having two positions.

Gear-up Landings (7)

SZD55 The pilot of the SZD55 glider was entering the circuit after a 5 hour cross country flight. At approximately 1000 ft AGL as the pilot was performing the "W" (wheel & water) part of the SWAFTS pre-landing checklist, he was unable to extend the landing gear for landing. The pilot attempted numerous times to try to unlock and move the landing gear handle through slight positive g-loading with no success. The pilot called on Unicom that he had a landing gear failure and that he would be landing gear-up into the wind on runway 31 (grass). He landed safely and the glider suffered no damage. The pilot and crew were unable to lower the landing gear with the glider in the fuselage cradle. Further inspection of the gear extension mechanism showed that the actuation arm for releasing the gear up-lock had slipped past the engagement point for releasing the gear up-lock bar. This would have occurred during the previous gear retraction. A Service Difficulty Report (SDR number 20120924010) regarding this failure mode has been filed with TC and sent to the manufacturer.

Recommendation SZD55 pilots check their actuation arms to ensure they do not flex. Once the lever for releasing the up-lock misses the catch, there is no way to get the gear down.

Grob-102 Pilot believes he never raised gear after release (no post-release check) and pulled it up during SWAFTS check (unclear whether decals with gear position are in that glider; they should be, and you should check gear position vs the diagram). We have asked OSTIV to work to have gear "polarity" the same for all manufacturers (ie. forward is either up or down for all gliders). This will take a while since all existing gliders with non-conforming gear must leave service before it is the answer.

Note: this club had a tennis ball that they moved from the gear to the spoilers, so that if you used the spoilers, and a tennis ball was there, you needed to lower the gear... but the ball disappeared. We don't recommend this, and prefer that Canada-wide methods (pictograms) be used.

Grob CS-77 The landing gear on CS77 C-GVHJ stayed out, the deploy/retract handle was broken. The pilot landed without issue, since the wheel was locked in the "out" position. The glider was put aside until it was fixed; had the handle broken in the other position, a gear-up landing would have been necessary. (note – a previous incident, a hard landing was observed on runway 27 in a single Astir).

Single Astir The gear of the was retracted normally after release at 2000 feet. When wheel is extended on crosswind for Rwy 27, the lever refuses to stay in the forward/down position. It springs back about half-way between the up and down slots in the cockpit. The wheel looked out from a ground observer, and extending the spoilers did not cause a warning buzzer. The glider is landed normally (cog had slipped – gear adjusted).

Hard landing A single-seat glider lands hard causing the gear to retract.

Gear up During an instructional flight, there was conflicting traffic in the circuit. While the instructor attempted to establish radio contact with the traffic, the student positioned the glider very high above the desired approach path. The instructor took control on final approach to re-establish the desired approach path. A "Gear-Gear-Gear" radio call was heard and the instructor called for the gear to be extended. Further "Gear" calls were heard while the glider was about to flare. The gear lever was moved again, however to the retracted position now. The glider landed with the landing gear retracted, but sustained only a few surface scratches.

Near gear up landing Alert member near a radio called glider on final "Your Gear!" in time for glider pilot to lower it before touchdown.

Towplanes (28)

- The tow pilot had finished refuelling the Pawnee and was rushing to get back to the flight line for the next tow. In the rush, he did not remove the ground wire which was clamped to one of the brake disks. As the tow plane was being pushed back from the fuel shack, the ground wire wrapped itself around the landing gear. When the ground wire reached its maximum length, it severed the brake line.
- After landing on runway, the L-19 tow plane turned back to

backtrack to the takeoff position. During the turn, when the wind was at 90 degrees, the aircraft turned into the wind and full rudder was not able to keep the aircraft taxiing straight. The pilot applied the brakes and the aircraft nosed over on its nose. The propeller struck the ground and the engine stopped. There were no injuries.

- The flight line operation was busy and confused as the tow pilot was rushed for an immediate departure. He climbed into the towplane, started the engine and performed a before take-off check. However, during the take-off roll something felt different and the pilot realized that the flaps were not in the usual take-off position. The pilot reached down and selected the flaps to a mid-position between the first notch and UP (about 15 degrees). The towplane performed well and the take-off continued normally.
- A tow plane was ready for take-off, lights were on and the cart driver towing a glider passed in front of the tow plane.
- A pedestrian crossed the runway in front of a tow plane that was ready to take off.
- Two gliders and two tow planes were placed directly beside each other for take-off. The proximity means that if one glider drops a wing and turns lightly, it could strike a tow plane.
- The tow plane was proceeding to another airport and while on final there a low wing aircraft cast a shadow over the tow plane. The pilot saw the underside of the white and blue low wing aircraft just above them and took immediate evasive action down and to the right at very low altitude to clear the aircraft above them. Another circuit and landing was performed without further incident.
- The tow plane took off and turned right as usual, but flew closer than usual to the glider circuit. A glider on approach took evasive action to stay out of the tow plane's departure path.
- While on a training flight a rope break occurred during tow at approximately 3000 feet. The glider pilot requested the towplane make a pass to see how much rope was still attached to the glider. The towplane pilot confirmed only a small piece of rope was connected. The glider returned for a normal circuit and dropped the loose piece of rope on short final before landing.
- A tow plane turned close to a glider while performing a tight circuit inside the glider circuit.
- A glider took evasive action to avoid a tow plane performing a tight circuit inside the glider circuit.
- A tow plane with glider on initial climb out came in close proximity with a glider entering the circuit at very low altitude and had to take evasive action. Radio contact could not be established with the glider entering the circuit.
- Loss of control: At about 200 ft after aerotow take-off, the glider started an un-commanded roll to the left. Immediate aileron inputs were made up to full control deflection with no effect as the wings continued to roll left. An aggressive and large rudder input stopped the roll. A radio call "speed" was made. Full aileron deflection was maintained with no effect up to approximately 300 feet.
- Traffic conflict between Pawnee and C-152.
- Close encounter with total engine destruction on Pawnee (had two cylinder mount studs completely sheared and two more were loose. Total engine failure was inevitable had this not been spotted).

- Poorly planned retrieval: A tow pilot and another club member took off in the towplane without a map or a plan. After getting lost and requiring assistance they reached the downed glider. The retrieval aircraft and glider landed back at dusk or later, no report was filed.
- The tow plane pilot was concerned with gliders on the north side of the runway as there is no visibility of the picnic table behind the trees on the south side. This made it difficult to judge where to drop the rope. It was suggested that we always stage on the south side leaving the north side open for the rope drop.
- Tow pilot released glider and landed to avoid risk of overtaking bird. At the time of release bird was about 15 feet up, tow plane was on the ground. Glider rolled to a stop without incident.
- During launch, the tow plane applied full power during the take up slack phase even though the take up slack signal was given. The glider pilot immediately released before the rope tightened.
- The tow plane dropped the tow rope very close to gliders parked on the south side of the field when there was room on the north side and/or farther down the runway.
- While on tow, the glider pilot radioed the tow plane to alert of a glider in their path. The tow plane acknowledged and turned away from the traffic. However, a minute or so later the tow plane turned back toward the traffic creating a conflict. The glider pilot on tow elected to release and turn away from the oncoming glider.
- A tow rope was dropped short and landed on the road. A strong headwind was likely a contributing factor.
- During a training exercise for CASARA Ottawa, one of the search aircraft was accidentally homing on a practice beacon that was left on at the airfield. The search aircraft overflew the field at less than 1000 feet perpendicular to the runway then seemed to joined a mid left hand downwind for 26. The aircraft then performed a 270 turn in the base leg of the circuit and then departed. At no point were radio calls made on the aerodrome frequency. At the same time, the tow plane was on a long base for 26. Although no immediate conflicts resulted, there was potential for such.
- Citabria – on shut-down, mixture cable came off in pilot's hand – broke near carb. Not a POH DI item.
- Spoilers open on tow: Towpilot saw ASW-20's spoilers open, signalled him to close them. Tow completed uneventfully.
- Towplane announced left circuit, then did a right circuit.
- Towplane announced left base for 09, was right base for 27.

Others

- **L-23 tire** Blown on landing. Low tire pressure noted during DI, inflated by eye, and not checked for correct pressure. Tire blew on landing. No other damage/injury. This incident was the result of flight and ground crew not taking proactive steps to correct a fundamental technical issue with the glider during the DI.
- **Gap tape missing** While performing the Daily Inspection for the Grob 103, the pilot discovered there was no tape sealing the gap between the elevator and the horizontal stabilizer. This

tape was removed for inspection of the hinges resulting from a previous incident. As the aircraft had flown since then, the gap tape was missed in all previous daily inspections.

- **Spoilers opened on launch** The pilot of the Jantar extended his spoilers during the initial takeoff roll to enhance the effectiveness of aileron control during the initial roll. The pilot attempted to close the spoilers as aileron authority was gained (approx. 20 kts) but was unable to get his left hand in a position to move the spoiler control forward to the closed position. By the time the pilot managed to close the spoilers, the tow plane (Pawnee), and glider were airborne approximately 50 ft above the runway. *Note* – Jantar POH does not recommend spoilers open to enhance aileron authority.

- A single-seat glider released from tow during the initial take-off roll and did a ground loop.

- A glider ground-looped during the landing roll damaging the main landing gear, fuselage and tail wheel. *Comment* The glider is "tail dragger" design with a known sensitivity to rudder inputs on the roll-out. A ground loop can happen quickly and once it reaches a certain amount of directional change recovery is impossible. It appears that the tail wheel was allowed to touch down prematurely.

- On takeoff the L-33 glider dropped a wingtip which contacted the unmowed (estimated 6"– 8" tall) grass. Although the glider is equipped with a wingtip wheel, the grass caused the glider to pull to the side. The glider pilot immediately released the rope. The glider continued in a low energy groundloop coming to rest partially in the crop adjacent to the runway.

- Damage to 2 L-33 forward bulkheads suggesting over-braking on landing by pilots detected on annual inspection. Bad pilot technique, and poor DI's which did not detect damage.

- After patching the tube in the main wheel of the SZD-50-3, while reinstalling with the help of another club member, the fuselage rocked slightly under a small gust of wind and the small car scissor jack (under the fuselage) collapsed causing a small puncture approximately 2 ft below the rear side window, no other damage, no injuries

- A two-seat glider was observed thermaling at low altitude during a cross-country flight.

- On takeoff a dual flight got out of position and the tow pilot reached the limits of control travel in the tow plane.

Comment Instructors should be ready to take control at any time, even on a routine check flight.

- Airspace incursion. An Oudie airspace warning was silenced as the glider approached terminal airspace. However, the pilot inadvertently turned the warning off and later penetration into the terminal airspace did not generate an audio warning.

- "Hangar landings that are taken too literally."

- The left front rudder pedal in the SZD-50-3 was not giving full travel due to the heel cup being bent down. Pilots reminded to put feet fully up into the heel rest and not rest on top of it potentially bending it.

- A glider on a hangar flight landed and while on roll out turned towards the T hangar on the final part of the roll. The glider only stopped 15 to 20 feet from hitting the hangar. Pilots reminded to stay parallel with the runway when landing.

- Deer miss. Student sees a deer ahead on short final. Instruc-

tor takes control, passes a metre above, lands without incident. They have a picture! Note, the instructor only saw the deer after the student told him (was behind his head).

- **Aborted take-off.** On a hot and humid day, a student pilot flying with his instructor performs a takeoff with tailwind component. When the tow plane is about 20-30cm above the ground and over the last portion of the runway, the aircraft suffered a sudden gust and touches the ground with the front. The student pilot immediately released and landed right in the convenient emergency field, while the towplane resumed normal climb. Flying then stopped for the day.

Recommendations Conditions met on a hot day and a tailwind component significantly lengthen the takeoff distance. The greater the distance, the less margin the aircraft take-offs have. Remain vigilant and avoid flying when factors significantly decrease your margins for safe maneuvering.

Winching (2)

- As the launch proceeded, the pull on the cable caused the winch to move forward as the glider was climbing. The experienced winch driver continued the launch to a safe height, then cut power. The glider released and landed safely, but this initiated another incident. Release height was 350 – 400 feet agl. At that point, the glider pilot established a safe attitude and flying speed and completed a low level 360 degree turn to land on the runway near the takeoff area. There were no obstructions. It was generally agreed that although the pilot was experienced and completed the landing safely, the better procedure would have been to lower the nose and land straight ahead on the remaining runway. First winch flight on reactivation of winch after a number of years.

- The winch had a few minor blue book reports submitted and were all dealt with immediately. Plastic shrouds were installed at the glider end to avoid gelcoat damage, procedures modified to reduce inadvertent release activation, weak links were installed (we are still working on that area). We have many weak link breaks and are working towards reducing this via open communication between winch operators and pilots. In January we had a full day of winching (22 launches) without a weak link failure. On this weekend we also did our first winch launch / aero tow combined operation. Concerns were also raised regarding winching on the shortest runway where procedural restrictions should be implemented.

- Winch failure, aborted launch, low level glider circuit.

Runway incursions (10)

- A tow plane was ready for takeoff, lights were on and the cart driver towing a glider passed in front of the tow plane.
- A pedestrian crossed the runway in front of a tow plane that was ready to take off.
- People run in front of glider to take pictures after start of take-off roll.
- People run in front of glider on landing.
- Vehicles drive into approach path.
- Glider cut off in circuit by visiting GA aircraft on wrong frequency.
- A tow plane was on final and the cart was driven across the landing path of the tow plane to retrieve a glider on the field.

- During the season concern was expressed about visitors at the flight line. Allowing untrained visitors to help at the flight line exposes them to risks which could be detrimental to the gliding club. I suggest that we be very cautious about allowing visitors to participate in launch activities.
- Onlookers parked on the road at the threshold of 26. Members reminded to talk to anyone who parks there and advise them to move back away from the threshold or better yet come on in to our parking lot and join us at the operations table.

Circuit Planning/Low arrivals (9)

- A glider appeared very low in the circuit and seemed to just clear the trees. Pilots reminded that if you start to get low, modify your circuit and do an abbreviated circuit instead.
- A single-seat glider was observed thermaling very low in the circuit.
- A two-seat glider was observed on direct approach for runway in strong wind conditions. It landed without having done a circuit.
- A single-seat glider was observed thermaling over the airport at 800 ft. The tow plane had to change trajectory during the climb out.
- A single-seat glider was observed turning final at a very low altitude and speed.
- "Several concerns regarding circuit planning"
- On the landing roll out, a glider turned too far and went off the runway, across the south side ditch, and into the 'weeds'. A contributing factor was not holding the wings level through the rollout and dropping a wing which helped to turn the glider even more. Pilots reminded to keep their wings level as long as possible and don't oversteer when moving to the side of the runway.
- Student pilot (17 yrs/154 flight) landed at another aerodrome after heading for clouds downwind and not having altitude to return. Puchacz not damaged.
- Glider cut off in circuit by another glider.

Canopies (13)

- Canopy not secure, all out given.
- Canopy found unlocked after release.
- L-33 canopy opened on tow; solo student pilot held it closed after release. Did approach to nearest runway while holding canopy closed with one hand, other on stick (ie. no spoilers). Landed downwind at high speed. Flew length of runway (2600'+), into overrun. Forced nose onto ground to assist braking – a/c damaged. Pilot was not comfortable releasing the stick to lock side-pivoting canopy in flight. Deficient pre-flight check. *Notes* A right-wing low side-slip would have allowed the canopy to be closed without threat of it blowing open; club has now painted a red line on canopy that wing-runner can see, to assure the canopy is closed.
- After take-off the rear canopy opened with a loud noise. The pilot released when there was sufficient altitude to conduct a safe downwind landing. The canopy was damaged. Prior to take-off the rear had been opened to remove a cushion and the latch was not properly engaged in its lock when it was closed.

- Shortly after takeoff, the canopy detached itself from the glider (Libelle). The pilot continued the tow up to a safe release altitude to perform a circuit. Landed without further incident.
- At about 150 feet the front canopy opened suddenly. The holding wire immediately broke and it rested against the side of the fuselage, holding only by its hinges. The student immediately tried to close it with both hands, without success. At 400 feet the pilot released the tow rope and did an abbreviated circuit for runway 09.
- Shortly after take-off the instructor noticed an unusual sound level and found the canopy was unlatched. The canopy was held in the closed position until a safe altitude was reached and the canopy was then re-latched.
- Canopy cracked
- Canopy total loss
- Half loop to inverted, canopy blew open but remained attached. After that, failed to lock gear down and it collapsed.
- Student leaned on canopy while exiting glider, breaking it.
- Actuated wrong control. Took off with water ballast; no lift found. POH requires water dumping for landing. Pressed dump lever – but realized shortly afterwards it had been the canopy lock lever (same size control, same colour, back is closed canopy/retain water, forward is canopy unlock/dump water). Forward hinged canopy so no problem, however, when the hand reaches for a button or lever to initiate an action, it is imperative to look, confirm it is the correct one by the placards, for a positive identification of the action you want.

Pre-Flight (3)

- Tow ropes attached to gliders before crew entry
- Tow rope around ankles of wing runner
- Car driven over wingtip of privately owned glider

Hangar Rash (9+)

- Hangar door run over L-23 wingtip causing damage
- Four incidents of glider damage in large hangar in same club. It takes three persons minimum to move a glider without special dollies in vicinity of other gliders, two with.
- Two glider wings struck while gliders were being placed in the hangar. Small damage occurred on both trailing edges.
- "Many unreported hangar rash incidents."
- Golf cart with pole for a disabled passenger hoist driven under the wing of the glider in the hangar. Opened up a 12" cut between ribs on the underside of the starboard wing.
- While putting the Grob 103 in the T-hangar, the elevator contacted one of the posts. The elevator and horizontal stab were inspected for damage and only minor cosmetic cracks were found and repaired. Pilots reminded of proper way to back glider into hangar with enough people at the correct positions.

Distractions (2)

- Cell phones ringing in flight under instruction.
- Members walking head down on flight line while texting.

Ground towing (12)

- The L-33 glider was being towed by the golf cart back to the launch point after landing on runway 26. The pilot was walking

the wing tip and the glider was being pulled back along the north side of runway 26. A gust of wind caught the wing walker off guard and the main wheel of the glider rolled into the ditch between the asphalt and the grass field. There was no damage to the glider. The spoilers were fully extended as the glider was being towed by the golf cart. The increased surface area presented by the open spoilers with a quartering tailwind was a significant contributor to this incident. The inexperienced cart driver was a minor contributing factor.

- A glider was left in the middle of the runway for a prolonged period of time without assistance. The pilot had to find a retrieve vehicle himself.
- A training glider with instructor and student was in the middle of the runway for more than 10 minutes with the golf cart in front while it appears a debriefing was taking place.
- While towing a glider backwards behind a vehicle the right wing of the glider struck a tree stump. The glider suffered damage to the left aileron.
- Aircraft damaged while moving a bus.
- After flying had commenced for the day, a student pilot showed up and proceeded to move the L-33 solo glider to the flight line. He had his wife drive their car as a tow-out vehicle. She is not a club member, nor was she adequately briefed on procedures. As the vehicle approached the marshalling area adjacent to the flight line, it continued in close proximity to two other gliders parked in the area. The driver could not hear the pilot walking the wing shouting for her to stop, and the glider being towed came very close to contacting the other gliders.
- After landing and while hooking up to the tow tractor, the release knob parted from the release cable on the SZD-50-3. Apparently a washer inside the knob that holds onto the ball on the wire gave out. Release repaired before next tow.
- The glider was being pulled by the lawn tractor to its tie-down spot. The glider wheel was in a bit of a rut near the tie-down and the tractor was no longer able to pull the glider forward. At this point, the tractor was stopped with the tow rope still under tension. One person pulled the release on the glider and another person standing nearby was hit in the legs with the tow rope as it released under tension. Only minor bumps and bruises to the person hit.
- A member received a significant gash to the ankle while tying down the Grob 103 tail. There are two pieces of rusty angle iron sticking out of the ground to tie the rope to and it is on one of these that the injury was sustained.
- A glider was seen being towed on the runway and not off to the side as it should be.
- A tow tractor heading for a landed glider was on the runway not off to the side and a glider was landing behind (and unseen) to the driver.
- While using tow out gear for a private glider, the owner hit some bushes with the left wing. The sideways pressure caused a bolt in the tow out gear to shear and resulted in the tow out gear hitting the rudder and causing damage. The rudder had to be fixed before flying again.

Miscellaneous (11)

- Placards on Grob 103 not translated from German.

- PTT on Grob 103 not on stick.
- Glider wing extension dropped during assembly in windy conditions.
- During assembly of a private ship, the person holding the wingtip lost control of the wing and it dropped to the ground. No damage was done.
- Some gliders have no markings that clearly identify static ports. Markings provide easy identification of this very important part of the pitot-static system. In turn, pilots are more likely to pay closer attention during a DI or pre-flight walk-around, to ensure that the area is clean and unobstructed.
- The pilot decided to use the spoilers to descend to join the traffic pattern. As soon as the spoiler lever was out of the stowed detent, a loud noise was heard and the handle was immediately stowed. A second attempt resulted in the same noise. It sounded somewhat like an old mechanical doorbell that provided a loud noise, but not like any electrical audio warning system the pilot had heard before. The pilot had previously heard someone mention that some retractable gliders were equipped with a configuration warning that would warn you if you extending the spoilers for approach with the gear still in the retracted position. However, it was not known if this glider was equipped with such a system. The pilot extended the gear and then slowly extended the spoilers. No strange sound could be heard, confirming the noise was somewhat related to the landing configuration. An uneventful approach and landing followed. This event took a lot of attention away from flying the aircraft and was a major distraction to the flight.
- Contest – pilot complaints about poor wing running (not used to water ballast in wings).
- Contest – pilot complaints about poor thermal lookout and poor etiquette (ie. near misses in thermals).
- During the summer a long-time member of the club experienced a stroke at the flight line. The club's response to this event showed some shortcomings in our emergency response. The suggestion has been made to have an accident simulation.
- During the 'All-Out', the rope released from the Grob 103 by itself. After hooking up again and checking the release, it was found that the release mechanism would not hold the ring with any pressure applied. The release was manipulated a few times and seem to hold, but the pilot elected to have the mechanism checked and indicated the glider was not flyable until sorted out. It was checked over and found that the release cable in the back seat seems to have been pulled up (ie. towards the instrument panel) rather than straight out. This jammed the tube that carries the release wire up in the slot where it is sitting and caused friction inside the tube. The release did not fully engage in this situation.
- An instructor took control to demonstrate an action. After doing so, he expected the student to take control, but the student continued to watch the demonstration. After a period, he asked when the demonstration would occur – the instructor returned control to the student.

Analysis

I am greatly alarmed by the number of near-misses, which could easily have added to our fatality numbers this year. We now have

proven technology available to help prevent this, but there is very slow uptake of PowerFLARM at many clubs. Perhaps the insurance rebate will help spur pilots to adopt.

There were two incidents on first flights that suggest that a more thorough briefing and understanding of aircraft systems would have helped prevent. There were at least seven gear-up landings last year, some following other incidents. Proper use of checklists, in most cases (except the SZD-55 mechanical failure), would have prevented them.

There were thirteen cases of canopies opening in flight, departing the aircraft, being damaged on aircraft exit... This tells me that we are not completing checklists completely (testing the canopy is secure during the pre-flight, pre-aerobatic, or landing checks, or that we don't understand how the latches work). We are extraordinarily fortunate that the pilots chose to fly the aircraft through these emergencies, though there was a gear-up landing and also damage to an L-33 that followed the canopy problem. Unless we improve here, I think it's only a matter of time until a pilot panics and we have a preventable fatality.

There are a lot of runway incursions by visitors to clubs. I encourage each club to examine their procedures in this regard. Do you have signs for guests to tell them about the dangers of the airfield? To allow only authorized vehicles onto the airfield? Are they escorted?

There were 28 incidents dealing with tows or towplanes. That's a lot. Are our towpilots being worked to the point of fatigue? Are they given breaks, allowed to eat/drink during hot, busy days? Is the club pressuring them to return more quickly to the field, with approach paths not adequately separated from glider traffic? Do club ground retrieve operations give right of way to the aircraft on tow departing the airfield as required by law? There are several nose-overs – are clubs pressuring towpilots to increase launch rates? Do you have a NOTAM or CFS notice about intensive glider operations?

There seem to be an increase in maintenance issues with older gliders. Daily inspections are missing things that are later dangerous, or cause damage. Be especially vigilant around older aircraft.

Hangar rash, in particular, unreported hangar rash, is easily preventable. When things are unreported, your fellow pilots may die. You may die. Are you prepared to live with the knowledge that something you did cost a life if you don't report it?

I see a lot of frightening 'installations' of carry-on electronics (eg, GPS, PDAs). Gatineau has installed RAM-mount balls on their club gliders, with a 12-volt power point (cigarette lighter type), so that members can get matching mounts that are less likely to cause problems in flight. Does your club fleet follow this best practice?

For the first time in recent memory, we had a life saved by a parachute. Do you wear a chute when you fly? You never need a chute until you need it very badly. IF yes, do you practice bail-out procedures? Is your chute current?

Conclusion

In summary, I see increased complacency when people are doing routine things (daily inspections, hangar stacking, towing gliders to flight line, hangar flying). Vigilance of people on the ground has saved lives in the air. Gliders are aging and need more attention as a result. We continue to see increased risk at the beginning of each flight, and at the end – usually in the circuit around the 'home drome', when people seem to turn their minds off ("whew, I made it home") at the most critical time.

Taken as a whole, 90 reported incidents, with 14 clubs not reporting any problems, tells me we were lucky to have only one death last year. I thank the clubs who did report, and encourage club safety officers to use this data in their spring safety meetings. After the AGM, I will post this to the FORUM and distribute a package to the club safety officers of those clubs who contributed.

A final plea Please consider providing permission to your club (CFI, Safety Officer, or friends) for flight safety access for accident IGC files, so that the causes can be determined, and mitigating action to save your friends taken. I wish everyone frequent and safe soaring in the next year.