



**SOARING
ASSOCIATION
OF
CANADA**

ANNUAL REPORTS FOR 2016

& 2017 AGM Minutes

MINUTES – 2017 SAC AGM

18 March, Humber College, Toronto, Ontario

Introduction The 72nd Annual General Meeting of SAC opened at 10:30 am with 48 members present and 17 clubs represented. 14 clubs were represented by individuals in attendance while three clubs had representation through proxies.

Jay Alardyce was appointed as Secretary of the meeting and Sylvain Bourque as President.

Motion #1

Moved by Dan Cook, seconded by Jim Fryett that: *“the 2017 meeting agenda be accepted.”*

Vote: 1121 For, 0 Against; Motion Passed

Motion #2

Moved by Sean Kennedy, seconded by Roger Hildesheim that: *“the minutes of the 2016 AGM be accepted.”*

Vote: 1121 For, 0 Against; Motion Passed

Presentation of Reports

President’s Report – Sylvain Bourque Sylvain highlighted a few of the important points in his President’s report in the SAC Annual Report. Sylvain remarked that SAC is in a stable financial position which allows SAC to offer a number of bursaries which invest in the sport, most notably, the Safety Improvement Grant, now in its third year. He also spoke on the importance of keeping safety in our minds as we start the soaring season. During Sylvain’s report, a member shared that much of SAC’s healthy financial status was the brain child of Jim McCollum who recently passed away. It was suggested that SAC consider a future award to be named in Jim’s honor.

Secretary Report – Jay Alardyce Jay spoke about the results of the zone elections for 2016. Election in the Pacific Zone, Southern Ontario Zone and Eastern Zone were uncontested and all current zone directors in these zones will maintain their positions for the next two years.

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

Flight Training & Safety – Dan Cook Dan introduced the Flight Training & Safety Committee members in attendance and encouraged everyone to read his report in the annual report package.

Sporting Committee Report – Joerg Stieber Joerg spoke about the Contest Hosting grant which is being well utilized. He is looking for a new member for the committee. Joerg attended the IGC Plenary meeting in Budapest

where he submitted a bid for the 2019 Pan American Championships to be held in Southern Ontario which was accepted by the FAI and shared some of the details of the bid with the members present. Joerg also mentioned that the 2017 Pan American Championships will be held in Argentina in late November / early December.

The location for the 2017 Nationals has not yet been firmed up but discussions are ongoing with a few clubs. Joerg spoke about the Open Glider Network which was a topic at the IGC Plenary meeting. The Open Glider Network is a network of receivers that receive FLARM signals to show the location of gliders. Joerg also mentioned that a major focus of the FAI is to find a large sponsor for the Gliding Grand Prix to increase the profile of gliding throughout the world.

Insurance Report – Stephen Szikora Stephen presented the Insurance Report on behalf of Keith Hay who was not able to attend. Stephen mentioned that rates will stay the same for 2017 even though the hull loss ratio for 2016 was high at 118%. Stephen also mentioned that FLARM installations have increased over the last several years since the insurer introduced a discount for FLARM-equipped gliders. The insurance chairman is looking at options for travel health insurance for glider pilots. Directors and officers liability insurance is also offered by the SAC program.

Treasurer’s Report – Stephen Szikora Stephen stated that the fees will remain the same for 2017. He also stressed the importance to get any expenses for reimbursement for programs like the Club Marketing Support and the Safety Improvement Grant into the SAC office before 31 December of each year. He also remarked that there is still a large carry forward from the Safety Improvement Grant. A significant amount of funds haven’t been used, so clubs that have not yet taken advantage of the program are encouraged to do so.

Motion # 3 Moved by Jim Fryett, seconded by Sean Kennedy that: *“the Frouin Group be appointed as auditor for 2016.”*

Vote: 1121 For, 0 Against; Motion Passed

Motion # 4 Moved by David Donaldson, seconded by Jim Fryett that: *“the budget as presented by the Treasurer be accepted along with the associated fee structure.”*

Vote: 1121 For, 0 Against; Motion Passed

Motion # 5 Moved by Roger Hildesheim, seconded by Dave Cole that: *“the activities and decisions of the SAC-ACVV Board for 2015 be approved.”*

Vote: 1121 For, 0 Against; Motion Passed

SAC BOARD OF DIRECTOR REPORTS

PRESIDENT – Sylvain Bourque

et Directeur de la sécurité / Safety Director

L'Association Canadienne de vol à voile a vécu une excellente année 2016. Depuis 10 ans, nos adhésions se sont stabilisées à près de 1000 membres en moyenne par année. Vous verrez dans notre rapport financier que nous avons aussi atteint depuis quelques années une stabilité financière confortable que nous profitons maintenant. Les différents fonds créés par des Directeurs visionnaires ont cumulé depuis les années 80 un capital qui les rend autosuffisants. Ces différents fonds stimulent notre sport par l'entremise des 27 clubs de planeur Canadiens et plus spécifiquement depuis 2015 avec notre programme de promotion de la sécurité. Ce programme est maintenant à sa troisième année et le conseil d'administration discute de la façon qu'il va continuer à donner un support financier aux clubs. Il est important de noter que nous avons été audités par Revenu Canada en 2015. À part quelques détails corrigés, notre opération d'organisme sportif Canadien est parfaitement selon les règles. C'est très rassurant pour une organisation dirigée par des bénévoles. Il est aussi très rassurant d'avoir des directeurs dévoués sur ce conseil d'administration. Nous avons aussi le privilège d'avoir des directeurs de comités très dévoués et très compétents.

Malheureusement côté sécurité, un de nos amis pilotes de planeur Canadien est mort de façon tragique en planeur en 2016. Lorsqu'il était en circuit à son club aux commandes d'un planeur monoplace de haute performance moderne ASG-29, il a eu un impact mortel avec le sol. Cet accident aurait été causé par une vrille et/ou un décrochage en vol en fin de circuit dans des conditions de vent turbulent. Plus de précisions sera disponible dans le rapport de l'officier de sécurité National. C'est une catastrophe pour la famille, les amis et les membres de ce club de la région de l'Est de l'ACVV-SAC. Les clubs voisins ainsi que tous les autres membres de notre petite communauté sont affectés par ce tragique événement. Étant donné la gravité de cet accident, nous ne pouvons le laisser passer sous silence. Voici pourquoi j'insiste sur l'importance de sensibiliser tous les membres qu'une vigilance particulière doit être de mise pour stopper ces tragédies d'arriver. Vous devez tous vous sentir concerné.

Je dois vous rappeler brièvement qu'en 2013 fut aussi une année tragique pour le monde du vol à voile Canadien. Deux pilotes Canadiens expérimentés sont morts dans un accident de planeur. 4 personnes sont décédées dans un de ces 2 accidents impliquant un planeur et un petit avion. En 2012, un pilote Canadien expérimenté et compétiteur aux mondiaux est mort en planeur lors des championnats Nationaux Canadiens. Dans un autre accident, un pilote fut gravement blessé et est chanceux d'être encore en vie. En 2011, nous avons perdu deux pilotes et instructeurs de planeur dans un abordage en vol en planeur. Etc. **Prenez un moment pour avoir une pensée pour eux, leurs amis, épouse, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.**

En 2014, 2015, 2010, 2008 et 2006, il y a eu aucun décès ni blessé grave parmi nos membres au Canada. Rappelez-vous que notre sport n'est pas sans risques qui peuvent être tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité de notre activité. Quelle sera votre implication personnelle et de votre club afin d'améliorer votre sécurité et celle de tous ? Nous avons des pauvres statistiques au Canada de 11.9 incidents rapportés et 0.9 pilotes tués dans un planeur / 1 000 pilotes par année en moyenne selon les 10 dernières années. La Norvège a un taux de décès en planeur moyen de 0.1/1 000 pilotes par année. Avec 1 009 membres en 2016 au Canada, les statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. 12 pilotes pourraient soit être blessés, soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Espérons que ça ne sera pas le cas.

Les pilotes expérimentés et instructeurs semblent les plus à risque selon les statistiques. Ayez ceci en tête au courant de la prochaine saison de vol à voile pendant chaque vol. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Faites-vous un devoir de rapporter à l'officier de sécurité de votre club tout incident dont vous êtes témoins. Il faut partager cette information avec les autres pilotes

New Business

Canada 150 Cross Country Celebration

Jordan Lewis spoke on a plan to celebrate Canada's 150th Birthday through cross country flying.

SAC Historian – Bruce Friesen

Bruce spoke on his new role as the SAC Historian and invited others that are interested in Canadian soaring history to join him to help preserve our soaring history.

Trophies Presentation

The SAC trophies were presented to the 2016 winners.

Motion #6

Moved by Dan Cook, seconded by Dave Cole that: "the meeting be adjourned." The meeting concluded at 12:14 pm.

SAC-ACVV Secretary, **Jay Allardyce**

de planeur afin d'éviter que ça se reproduise à nouveau. Nous devons apprendre des erreurs des autres parce que notre vie est trop courte pour toutes les faire tous sois même.

Depuis l'arrivé du nouveau programme de sécurité en 2015, nous recevons un rapport de sécurité annuel de presque tous les clubs. Avant nous en recevions environ 50%. Nous présumons que plus de la moitié des rapports d'incident sont rapportés. Afin de corriger une situation non sécuritaire, il faut en prendre conscience. Il faut gérer le risque en rapportant les incidents, en analysant pourquoi ils se sont produits et en apportant des correctifs afin de s'assurer que ça ne se reproduise pas à nouveau. Avez-vous pris connaissance du programme national de Sécurité (SAC National Safety Program) disponible sur notre site Internet <www.sac.ca> dans la section document puis, formation et sécurité ? Est-ce que votre club y a adhéré ? Est-ce qu'il a été mis à jour sur une base régulière (aux 3 ans) ? Le mauvais temps est notre ennemi car on entretien moins notre expérience récente. Il nous faut volez régulièrement, soit plus d'une fois par mois en saison. Il ne faut pas se gêner pour faire un vol avec un instructeur si on a le moindre doute. Soyez vigilant en 2017, car avec les dernières saisons ordinaires que la majorité d'entre nous ont eu, la faible expérience récente (des 12 derniers mois) nous rend à risque d'avoir un incident ou accident. Analysons chacun nos carnets de vol et comparons nos vols faits récemment avec les années précédentes afin de voir si on est à risque.

J'espère que vous connaissez une des façons significative de diminuer le taux de décès en planeur au Canada. Une façon prouvée très efficace est d'investir dans l'achat d'un Flarm. L'investissement est rentable si on pense aux 2 accidents par abordage en vol que nous avons eu en planeur au Canada en 2011 et 2013, tuant 6 personnes. C'est rentable aussi avec le retour de 5% par année sur vos primes d'assurances contractés avec le courtier de l'ACVV. Tout dépendant de la valeur du planeur assuré, le Flarm s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC. Aussi, un nouveau programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs Canadiens à promouvoir des initiatives liés à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un Flarm ou de toute autre dépense qui améliore la sécurité à votre club. Un Flarm coûte environ 2000\$, alors votre vie vaut combien ? Demandez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action. Avec les résultats actuels de sécurité Canadiens, je viens facilement à la conclusion que les pilotes de planeur Canadiens ne font pas suffisamment d'efforts et qu'il faut faire encore plus en 2017. Il faut qu'il y ait un changement de culture majeur. J'espère que mon prochain mot du président débutera encore par: "Heureusement, aucun de nos amis pilotes de planeur Canadien est mort en planeur en 2017.

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

À chaque deux ans, la moitié de nos six directeurs du conseil d'administration de l'ACVV sont réélu pour un autre mandat de 2 ans. Cette année, ce fut le tour des directeurs des zones du Pacifique,

du sud de l'Ontario et de l'Est qui furent réélus sans opposition. Les membres 2017 du conseil d'administration de l'ACVV sont :

- **Sylvain Bourque** – Directeur de la zone Est depuis 2005, V-P de 2006 à 2009 et Président depuis 2010. Sylvain a commencé à piloter des planeurs en 1994, depuis il est un membre actif de l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, le remorquage que la comptabilité en tant que trésorier de club. Il est instructeur de planeur de classe 1 et détient une licence de pilote professionnel d'avion. Il est également examinateur radio aéronautique, examinateur de la compétence linguistique aéronautique et agent autorisée pour les licences. Sylvain possède un Pégase avec deux autres partenaires. Dans son travail quotidien, il est caméraman de production sur le terrain, formateur et chef-technicien et chef pilote Drone national pour CBC Radio-Canada à Montréal. Il est fier de faire parti de ce conseil d'administration composé de gens de tous les horizons qui sont très impliqués et qui représentent bien les intérêts de la communauté véliole.

- **George Domaradzki** – Directeur de la zone Est de l'Ontario depuis 2014 et V-P depuis 2016. George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et chef instructeur à Rideau Valley Soaring. Il coordonne les cours théorique de pilote de planeur pour la région d'Ottawa et a donné diverses présentations théoriques. George est le fier propriétaire d'un ASW-20 qu'il vole chaque fois qu'il n'est pas prévu pour l'instruction. Il a récemment pris sa retraite du gouvernement fédéral en tant que démographe, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine.

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

- **Jay Allardyce** – Directeur de la zone des Prairies depuis 2012 ainsi que secrétaire depuis 2014. Jay a commencé à traîner autour de l'aérodrome à l'âge de sept ans et débuta des leçons de pilotage dès qu'il était capable d'atteindre le palonnier. Il pilote des planeurs depuis 2001 et sa grande passion est le vol voyage. Il est actif en tant qu'instructeur et pilote de remorqueur au Winnipeg Gliding Club. Il a participé à plusieurs compétitions de vol à voile et a été pendant plusieurs saisons le champion junior OLC au Canada. Jay possède une part d'ASW-19 avec deux autres partenaires et aime faire des vols voyages quand c'est possible. Pour financer sa passion, il travaille dans le développement commercial au sein d'une société d'aérospatiale qui révisé les moteurs à réaction. Quand il n'est pas dans l'air, il aime jouer au hockey et au golf.

- **Jordan Lewis** – Directeur de la zone de l'Alberta depuis 2016. Jordan a effectué son premier vol planeur en Ontario en 1995. Ce cadeau de sa tante attacha pour la vie à son amour du vol. Il a

ensuite rejoint les Cadets de l'air et a déménagé vers l'Ouest près des Rocheuses. En 2010, Jordan a découvert le Cu Nim Gliding Club où il partage sa passion d'apprendre et explorer du vol voyage. C'est avec enthousiasme qu'il continue à développer ses compétences et connaissances en volant dans l'onde produite par les montagnes et en faisant des vols voyages. Jordan est un instructeur professionnel de moto depuis dix ans et espère partager la culture de sécurité tout en servant sur le conseil d'administration de l'ACVV.

- **Bruce Friesen** – Directeur de la zone du Pacifique depuis 2016. Bruce est fasciné depuis toujours par les machines volantes. Ce n'est qu'après un vol de familiarisation en 1969 qu'il trouve sa passion «le planeur a grimpé, sans moteur! ». Depuis 1983, il poursuit cette passion d'extraire autant d'énergie que possible de l'atmosphère en jouant aux échecs avec le ciel tout en se concentrant sur de longs vols avec son Austria Standard en bois, ça Scarlet Lady. Son frère cadet, le Discus, s'est récemment joint à son Austria Standard. Il n'est pas pilote de remorqueur ou même instructeur, mais Bruce espère contribuer à ce sport en tant que membre du conseil d'administration de l'ACVV. Retraité, il vit sur la côte Ouest comme un vagabond appréciant voler sur de nouveaux sites. Lorsqu'il ne plane pas, on peut le trouver au Musée canadien de vol à l'aéroport de Langley polissant des avions anciens et faisant la promotion enflammée du vol à voile aux mordus de l'aviation qu'il rencontre.



The Soaring Association of Canada had an excellent year in 2016. For the last ten years, our membership was stabilized at an average of nearly 1000 members per year. You will see in our 2016 financial report that for a few years we are in a comfortable and stable financial position. The different trust funds created by visionary directors have grown since 1980 to a level of capital that makes it self-sufficient.

These funds stimulate our sport in Canada through its clubs, and more specifically since 2015, with our safety improvement grants. The program will now be in its third year and the Board is discussing ways to continue to provide financial support to clubs. In 2015, we were audited by the CRA. Except for a few corrected details, our Canadian sport organization is perfectly in accordance with the CRA rules. This is very reassuring for an organization run by volunteers. It is also very reassuring to have devoted directors on our board. We are privileged to have chairman of committees that are extremely devoted and very proficient.

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

I wish to remind you that 2013 was a tragic year for gliding in Canada. Two glider pilots died in a glider accident. In one of these accidents, four persons died in a midair accident between a two-seat glider and a Cessna. In 2012, an experienced glider pilot and World competitor died in a glider accident at the Nationals. Another one was seriously injured and is lucky to still be alive. In 2011 we lost two experienced glider pilots and instructors in a midair accident. **Take a moment to have a thought for them, their friends, spouse, kids, mother, dad and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself.**

There was no fatality or seriously injured pilot within our membership in 2015, 2014, 2010, 2008 and 2006. Remember that our sport is not without serious risk that can become tragic. We have to do everything possible to improve the safety of our sport all the time. What is your personal participation in safety for yourself and for all? This year our members had nine accidents and 1 fatality. The last 10-year average is 11.9 accidents and 0.9 fatality /1000 pilots per year. Norway has a fatality rate of 0.1 fatality /1000 pilots per year. With 1008 members in 2016, statistics suggest that one of our club members could die gliding this season and 12 may either be injured or seriously damage their gliders if we don't raise our safety and self-discipline level. Let's all hope that it will not be the case.

Instructors and experienced pilots seem more at risk if we look at the statistics. Next season, have this in mind on every flight. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process is anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, the same mistakes seem to be repeated in clubs. We have to learn from the mistakes of others because our life is too short to make them all ourselves.

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

We must mitigate the risk by reporting all incidents, by analyzing why they happened, and by making sure they don't happen again. Have you read the SAC National Safety Program available on our SAC website www.sac.ca in the document section and in the Training & Safety section? Does your club follow it? Winter is our enemy as it lowers our currency. Fly often, more than once a month or at least do a circuit with an instructor before flying if you have doubt. Be vigilant in 2017 because many of us have low recent flying time in recent years and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your pilot log book and compare the flight time you did in 2016 with the previous years to see if you are at risk.

I hope you all know FLARM is one of the good ways to significantly improve safety and stop fatal midair accidents involving gliders. It is a proven device and a very good investment for your safety. The investment on FLARM is very valuable if we look at the two midair accidents we had in Canada in the last few years, killing six persons in 2011 and 2013. Depending on the value of the glider, the FLARM pays for itself in 7–12 years when you insure with the SAC plan because of the 5% rebate on insurance premium you receive every year. Also, a new SAC Safety Grant program is available since 2015 to the SAC clubs to help promote safety efforts. With this grant, it is possible to pay part of the FLARM bought by clubs or other safety-related expenditures. A FLARM costs around \$2000 – what is the value of your life? Ask this question to your family. Don't wait to have a midair accident at your club to take action. It is easy to presume that glider owners are not aware enough of the high safety value of the FLARM. Please let my first words from next year's report be again: "None of our friends died in a glider in Canada in 2017".

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 who complement each other. I want to thank all these volunteers for their hard work with SAC.

Every two years, three of our six SAC Directors are up for election for a two-year period. The East zone, the South Ontario and the Pacific Zone Directors were elected this winter by acclamation.

The members of the Board of Directors for 2017 are:

- **Sylvain Bourque** – Eastern Zone Director since 2005, VP from 2006 to 2009, and President since 2010. Sylvain first flew a glider in 1994, since then has been an active member of AVV Champlain, involved in training, towing, and in accounting as club treasurer. He is a Class 1 glider instructor and holds an Aeroplane Commercial Pilot Licence. He also is an aeronautical radio examiner, aviation language proficiency examiner, and an authorized person for licensing. He owns a Pegasus with two other partners. In his day job, he is a field production cameraman instructor and a supervising technician and the National drone chief pilot for CBC Radio-Canada in Montreal. He is proud to be part of this board which has such a wide variety of backgrounds and a huge involvement in the soaring community.
- **George Domaradzki** – is the director for the new Eastern Ontario Zone since 2014 and Vice President since 2016. This zone consists of Gatineau Gliding Club, Rideau Valley Soaring, Bonnechere Soaring and Montreal Soaring Council. George has been flying gliders since 1998 and he is an instructor since 2004. He is currently President and Chief Flight Instructor of Rideau Valley Soaring. He also coordinates the Ottawa area glider pilot ground school and has given theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instruction. He recently retired from the Federal Government where he was a demographer, enabling him to carry out more flying and instruction during the week.

- **Stephen Szikora** – Southern Ontario Zone Director since 2013 and our SAC Treasurer since 2015. He was our VP in 2014. Stephen was first exposed to gliders as an Air Cadet in 1978. He earned his Private Pilot License in 1988 and his Glider Pilot License in 1989. Stephen is currently a member of the Toronto Soaring Club and was previously a member at York Soaring and Air Sailing where he was club President for eight years. His motivation for joining the Board includes improving the governance process and communication within the organization. When not flying a glider, towing gliders, pushing gliders or fixing gliders, he likes to cut the club's grass.

- **Jay Allardyce** – Prairie Zone Director since 2012 and SAC Secretary since 2014. Jay began hanging around the airfield at the age of seven and started taking lessons as soon as he was able to reach the rudder pedals. He has been flying gliders since 2001 and his particular passion is cross-country. He is an active instructor and towpilot at the Winnipeg Gliding Club. He has flown in several soaring competitions and was the junior OLC champion for Canada for several seasons. Jay owns a share in an ASW-19 with two other partners and enjoys flying cross-country whenever possible. To fund his addiction, Jay works in business development with an aerospace company that overhauls jet engines. He enjoys playing hockey and golf when he can't be in the air.

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

- **Bruce Friesen** – Pacific Zone Director since 2016, Bruce has been fascinated with flying machine early in his life, it is only after a familiarization flight in 1969 that he found his passion – "the glider climbed, without an engine!" Since 1983 he pursues that passion to extract as much energy as possible from the atmosphere and to play chess with the sky, focusing on long flights in his wooden Standard Austria, the Scarlet Lady, and his Discus, Kilo Lima Lima. Not a towpilot or an instructor (Class 4 medical), Bruce hopes he can contribute to the sport of soaring in Canada as a member of the SAC Board. He is retired and living on the West Coast, but is a bit of a soaring vagabond, enjoying flying at new sites. When not soaring, he can be found at the Canadian Museum of Flight at Langley Airport, polishing old aircraft, and promoting soaring to the aviation-minded folks he meets.

PACIFIC ZONE – Bruce Friesen

The annual reports contributed by the clubs in the Pacific Zone portray an active and enthusiastic soaring community. I have nothing of consequence to report as Zone director.

Alberni Valley Soaring Association – Allen Paul

In 2016 the Alberni Valley Soaring Association had a very short season due to the construction limitations imposed by the Alberni Valley Regional Airport runway extension project. Although the club got off to a good start in early April using a shortened runway, the construction program eventually required a complete runway closure on 18 July. We held out hope that the airport would open again before the summer was over, but construction delays proved otherwise and we officially closed for the season in October. Still, the outlook is bright and next season we expect to benefit operationally from a lengthened and widened paved airstrip, a wider glider-friendly grass landing area and a relocated glider launching area.

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

Regular membership decreased slightly to ten due to a couple of personnel moves out of the area and the effects of our shortened flying season. The number of associate members who concentrated on flying the VISC PW-6 remained steady at seven. At last review the PW-5 log book showed 34 hours flown over 28 flights with additional hours flown by a variety of privately owned gliders. On the instructional side the VISC PW-6 flew a number of recurrent training flights for local and visiting glider pilots and provided the conversion training to allow one power pilot to acquire his glider license.

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

The year 2016 presented some special challenges to club operations. With the completion of the runway extension project however, we expect 2017 to be another successful building year for our members. For those glider pilots looking for a small and friendly place to visit in 2016 we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley. Have a great 2017!

ASTRA – Mike Thompson

ASTRA members started soaring in late March and most of our group did their season check flights in Port Alberni with the Vancouver Island Soaring Center. Dennis Vreeken and I have often flown my Super Cub on floats to Sproat Lake which is not far from Port Alberni airport, but last season the weather was not cooperative so we drove, taking the Horseshoe Bay to Nanaimo ferry.

The weather in the west was not so good for the entire season and it was in early May that the weather improved for some soaring in Ephrata. Our group flew at several locations this

season including Port Alberni, Pemberton, Invermere, Ephrata WA, Nephi UT, and Bahia Gliding in Brazil.

From the OLC data, ASTRA's eight active members flew:

- 139 flights, 553 hrs, and 40,650 km for 43,370 OLC points.
- Longest flight in Canada was by *Harry Peters*, 692 km @ 106 km/hr in Invermere.
- Fastest flight in Canada was by *Harry Peters*, 541 km @ 109 km/hr in Invermere
- *Branko Stojkovic* had an outstanding flight in his Russia in Pemberton, 525 km @ 102 km/hr
- Longest flight was by *Branko*, 951 km @ 120 km/hr at Bahia Gliding.
- Fastest flight was by *Mike Thompson*, 442 km @ 171 km/hr at Nephi.

Region 8 contest There were four Canadians flying the Region 8 contest in Ephrata WA, three were ASTRA members.

We had four excellent contest days.

Branko Stojkovic, 1st in Sports, placing 1, 1, 1, 5 – 3472 pts

Mike Thompson, 2nd in 18m, placing 2, 3, 1, 2 – 3889 pts

Dennis Vreeken, 4th in 18m, placing 6, 4, 5, 4 – 3109 pts

Bruce Friesen, 3rd in Std, placing 4, 4, 3, 4 – 3442 pts (non-ASTRA)

Standard, 15m and Open Class Nationals:

Three Canadians flew at the US Nationals in Nephi. I flew my ASG-29 in Open class and placed 10, 7, 11, 14, 9, 4 for 4737 pts and 8th place out of 21 entries.

Canadian Rockies Soaring Club – Wes James

Here in the Columbia Valley we usually enjoy extended periods of exceptional soaring conditions, but I must say 2016 was not even close to being exceptional. The weather left a lot to be desired, perhaps the worst soaring conditions since our club's inception as low after low rolled over the mountain peaks and day time highs struggled to reach conductive thermal levels. As a result, flights and kilometres recorded on the OnLine Contest were down to 78,000 km and 367 flights. Compare that to nine years ago when CRSC recorded 110,000 km and 480 flights on OLC.

On July 15 a large low pressure system plowed through the valley depositing a large volume of hail. The hail stones were of sufficient size to punch numerous holes through the fabric of our club's tied-down 1-26. Fortunately, we were able complete temporary field repairs allowing the 1-26 to continue flying for the season. It is now getting a professional makeover to repair all the hail damage.

Utilizing SAC's Student Bursary and club funds, we introduced two budding gliding enthusiasts to soaring in the valley. Katherine Szajka and Spencer DuBois spent two productive weeks in July learning to soar. The low clouds restricted them to completing only low circuits but a high did appear on the last weekend allowing them to thermal over the Rockies.

Anticipating receiving SAC's safety grants, CRSC's safety officer, Charlie Pastuszka, implemented a ground crew safety program. Personal Protective Equipment Vests (high visibility)

are now worn by the glider launch crew when staging gliders and positioning and retrieving gliders on the active runway.

All CRSC members are looking forward to a summer of exceptional soaring conditions.

Vancouver Soaring Association – Daan Wynberg

The 2016 season was the 50th anniversary year for the VSA. A fun day was had by all including a pig on the spit and stories of the old days. After an excellent and early start, there was a rather wet lull in flying in May, causing a significant reduction in flights for the season, but after that Hope experienced some more excellent flying conditions. 2016 was another fun year for soaring at Hope. Thankfully, most importantly, it's been a safe year of flying. That is not to say VSA hasn't had its fair share of excitement to keep its members on their toes, including one land-out on a logging yard on the eastern shores of Harrison Lake with no injuries or damage.

Thankfully the VSA once again maintained an injury and major accident free record. The VSA is very grateful to Soaring Association of Canada's Safety Initiative started in 2015, which provides clubs with a cash incentive towards improving safety. FLARM units purchased before the start of the 2016 season were installed and all members are becoming familiar with its functions. VSA will continue to make use of the SAC Safety Initiative to help fund FLARM installations for the next two years. Many of VSA's private glider owners have now also installed FLARM, and so for all intents and purposes Hope airspace is now a "FLARM site".

The VSA would like to thank Bruce Friesen (SAC Pacific Zone Director) for stepping up to the Pacific Zone director role in 2016, and his availability to continue in 2017.

2016 was a year of cementing club development of the previous years, but also some significant developments as the VSA looks to its future. This is a summary what VSA achieved in 2016:

- The VSA members unanimously agreed the funding and construction of a permanent hangar – a momentous achievement many years in the making. Thanks to skillful progressing of the project by Andrew Nicholson, 2017 will see a hangar built.
- Thanks to very hard work from Mac MacCallum and all members who contributed, the VSA Bylaws and Constitution were brought into compliance with the new law concerning not-for-profit associations, and filed accordingly.
- The VSA continues to have a waiting list for new members,
- 1072 flights in club and private gliders took off at Hope (44 down than from 2015).
- 345 instructed flights (down 145hrs) – a total of 149 hours of training (down 72hrs).
- 64 familiarization flights (down 16).
- Several members took the DG-505 for an away trip to Ephrata, and to Merritt along with several other private gliders.
- Three courses were held. The VSA was very grateful to again have had help from two guest instructors (Dan Cook and Tim Daniels). I would like to thank the members of the

Board of Directors as well as the CFI and Safety Officer for their hard work and contributions in helping me manage the Vancouver Soaring Association.

As this is my fourth year as President, and I have another commitment which is now demanding all my time, I will step down as President at the AGM. For 2017 key members of the VSA leadership team will remain unchanged as follows:

- *Daniel Weinkam* – Treasurer
- *Mac McCallum* – Secretary
- *Andrew Nicholson* – Facilities Maintenance Director (and hangar Project Manager)
- *Ray Ochitwa* – Glider Fleet Maintenance Manager (steps down as Director)
- *Ray Maxwell* – Towplane Director
- *Bruce Dunn* – Safety Officer

The posts of President, Membership Director, and Marketing Director will be up for election at the March AGM.

I thank Alfonso and Howard for excellent work in their roles as Membership and Marketing directors, and specifically for their contributions to the debates and decisions we took as a board.

ALBERTA ZONE – Jordan Lewis

Soaring in Alberta for 2016 was both exciting and productive. The weather early in the season was conducive to good soaring days with many Bronze badges being earned and a few Silvers along the way. The good weather petered out just in time for the Provincial contest at Netook, with several large storms rolling through the contest area, giving many pilots more time and practice rigging and derigging than they would have liked.

Clubs were steady in membership numbers. Cu Nim passed NJK, its trusty Scout towplane to greener runways in central Alberta and added a 182 Cessna as its primary towplane. They are also acquiring an ASW-28 from Europe for the 2017 flying season. The Lethbridge soaring club funded and built a permanent hangar on their airfield at Cowley. They too added to their fleet with a new to them Grob two-seater trainer.

Both the summer and fall Cowley flying camps were successful and well attended with pilots coming from all over the west to chase the mountain wave. Pilots were treated to a few fantastic wave flying days with a few flights over 20,000 feet. Much advanced training took place within the zone this season with planning to continue to expand this training further into coming years. The SAC safety grant is in its third year in 2017, and with much of the funds still being unclaimed, SAC is encouraging clubs to take more advantage of the program.

Cu Nim Gliding Club – Pablo Wainstein

To my surprise and contrary to last year, as I write this article on 6 November, the snow is not yet falling and we are still flying. Indeed, a couple of very nice wave flights were recorded after Halloween by two of our gliders. This year has shown us that a club needs a tremendous amount of energy to be run ap-

proportionately. We started very early (end of February), with mini cross-country flights as early as March. The snow was gone by then from the ground and the temperature difference between the cold winter air and an early warming ground triggered thermals where you may not have thought of finding lift. This early start, and the fact we have not yet finished the season, has been a great achievement and a long stretch of dedicated energy.

A couple of years ago I wrote about club management needing to fulfill various different internal market groups within the organization. By internal market groups I recognize students, instructors, towpilots, licensed pilots, cross-country pilots and elderly members. This year our Achilles heel was the instructor group, as we lost several, but we still offered four days a week of instruction. Talk about an achievement... that is a **BIG ONE**. These members who dedicated so much for so many years did not want to instruct any longer, or at least be rostered to instruct regularly.

As a student or a new member it is hard to believe that someone would not want to fly. The usual thought is, "If I am an instructor one day, I will instruct every single day I can". Although this is true in the beginning, instruction takes a toll and the passion sometimes may wane. So the question to a club's executives is how can we share the load and keep instructors happy. After being the president for some years, and now also being an instructor for a couple of years, and the dad of two young energetic little fellows, I have come to the conclusion that there are some key aspects clubs need to take care of for instructors. They should recognize that there are sweet spots in an instructor's life that turn their crank and keep them going at it:

- *They see passion in their students* There is nothing more moving than seeing light in your student's eyes. Reading their minds and realizing that this person shares your same passion and thinks that regardless of what you fly or how long your flight is, it is still pretty sweet and unique to be dancing with the clouds in an engineless apparatus first imagined in Da Vinci's bright brain. Energy brings energy... so students, if you want to keep your instructors going, come ready to learn, eager to get things ready, and show overwhelmingly organized enthusiasm.
- *They see progress* A student making progress has a smile on their face that rarely vanishes. It is almost like that smile you had when you first flew a DG-1000! Achievement is contagious, so students... work hard and you will receive as a compensation lots of good energy from your instructors who are surely eager to help you along the way.
- *They feel appreciated* I understand that being a student may sometimes be frustrating if you are not getting as much flying time as you want. I strongly believe this is the main reason students leave and don't continue with their training. However, if one day you are feeling like that, think about the instructor who is paying the same membership dues as you, plus is giving his or her time to you for your benefit. If that instructor is tired, understand them and thank them

for their hard work. This is the basis of the system we have in Canada where clubs are volunteer-based and people are bound together by friendship and a common flying passion.

There are a couple of things clubs can do for instructors:

- *Let instructors fly on their own time* In a club environment where instructors give a huge amount of their personal time, they may not have much left to fly on their own. Executives need to find a way to let instructors fly on their own and enchant themselves again flying single-seaters. As a matter of fact, I am convinced that skills deteriorate if you don't fly on your own. For instructors to keep sharp, they have to fly tasks and exercises with other instructor to push themselves to be better pilots. In essence, instructors also need challenges to keep the light lit.
- *Give instructors some kind of benefit* This could be as simple as a reduction of costs in flat fee rental, some tow tickets so they can go and fly on their own or, as I have day dreamed several times, put together an award for the club's Instructor of the Year and give them a scholarship to attend a glider-related course in other parts of Canada or the USA. Such an investment would surely pay benefits to the club.

At Cu Nim we are working on all of these aspects and hope to reverse the difficulties that glider instructing is presenting in clubs around the world.

The club was busy this year in spite of the low economical times we are living in. Years like 2016 are interesting to analyze. Many people are having difficult times at work, however our numbers have not varied as much. Membership is stable at around 70, not growing, but stable, and perhaps the number of intro flights may have decreased from last year when we flew more than 100. This matches with the fact that many members of gliding clubs are retirees who are, generally speaking, more stable financially. On the other hand, introductory flights are purchased mainly by younger people who want to experience flying, but don't have the time or money; or at least they want to pursue so many different things at the same time that they don't want to invest the required time and money on a longer time project.

As of 3 November we were a bit short of 1100 flights for 2016. This number is highly important since our financial structure and price are based on a given number of annual flights. If we don't achieve them, costs have to increase.

Now is the time to get ready for next year, annuals need to be done, a new website design, an operations manual updated and a hangar to clean. Lots to do to keep our aviation minds busy in what we like to do the most – fly or at least think about flying! Have a nice winter and get ready for next season, it's coming faster than you think. See you in 2017!

Lethbridge Soaring Society – Geoff Minors

LSC started flying in 2014, and tried several places to base a flying operation. Using the ASC winch was a major consideration on where we could fly. On a trip up to ESC with Pavan, I said to

him, "Is there any reason why we couldn't use Cowley with all that space and long runways?" A call was made to Phil Stade who thought it would be a good idea to give it a try. Winch launching has been very successful for us. Cowley has lots of open space making it very safe for winching.

2015 was a fantastic year for the LSC. We had an early start to the season starting off erecting a fabric style shelter to protect our club glider, a 2-22. Before we had to rig and de-rig every time we wanted to fly, which took effort and time out of the day. We made a choice to buy a temporary fabric covered shelter to make life a little easier for us. Just how temporary we didn't realize at that time. This worked really well for us and we had a record number of flights that year. Also that year we made arrangements to use the *Freedom's Wings Canada* Grob Twin Astir to be used at our club. I went all the way to York Soaring to pick up NUO and bring it back to Cowley. Having a hangar to store it out of the wind was essential for this to happen. At the end of the season we decided to store the gliders and equipment off-site in a secure barn over winter. We finished the 2015 season full of optimism for 2016 for our new and growing club.

In January I had a phone call from Jim, the farmer who helps to look after Cowley. He told me that the fabric of our shelter looks like it had come loose and was flapping in the wind. A message out to our members, asking if anybody would like to go out to the airfield and check on this? We then had the bad news that the structure had collapsed, pushed over by a very strong south wind and it was a write-off. This shocked our members – what will we do now?

We held a meeting and had a very generous offer of a loan from a founding member to build a permanent hangar at Cowley. We asked for permission to build from the various parties involved and this was granted. The type of hangar was a hard choice and several quotes were obtained. Lots of discussion took place and having learned from our previous experience we decided on a steel-skinned Quonset hangar 70 feet wide by 60 feet long with the option to extend in the future. Next, the order was placed to build the foundation and it was finished well before the hangar parts arrived, allowing a curing time for the concrete.

Having no experience in building something like this, we sought help from various people who agreed to help us and club members helping where we can. A date was set aside during our May flying week to start building and the necessary equipment was rented and loaned to us.

On 7 May we had a big crew all ready to build, and after several discussions on how to start and the different roles we had, we managed to get the first arch up which took some time and was the hardest to do. We managed to get another five arches erected before sunset. We secured the arches as the instructions stated and left the site to come back the next day and do some more.

What we saw when we arrived was so disheartening – the six arches had collapsed overnight and were a pile of twisted metal

on the ground! We were shocked after all the hard work we had put in. The Cowley wind had done it again to us. Club morale was at an all-time low. Lots of phone calls later to the supplier on what had happened resulted in them supplying new parts at the cost of shipping to us.

In the meantime we contacted Phil to see if ASC would agree to have another twenty feet added to house the towplane during the ASC camps? This was agreed on and a contract between LSC and ASC was completed. (PCK is now also stored in the new hangar, and it is possible to go gliding at any time enough pilots from any club organize a day with LSC.)

The twisted metal was cleared away from the foundations and ASC ordered the parts for the extension. We decided to use the ASC Summer Camp as the building week hoping we could get extra help from people staying for the camp. Extra rental equipment was delivered and, having some experience now, we had a plan to build.

All the new parts arrived on Saturday 23 July, perfect timing. Assembling that first arch was again the hardest part of the build as it is very floppy at that point, but we managed to get it up and supported using the two scissor lifts we had rented. The other sections went up as planned and we had lots of support from those camping there. It took all week to finish the hangar and one end wall just about finished. Long hours and hard work resulted in what we have today. We have a bi-fold door arriving from CAGC which will be installed before winter. This will finish off the hangar and make it a safe and secure place.

Having this hangar at Cowley has opened up new opportunities for the Lethbridge Soaring Club and the use of Cowley in general. The ASC towplane is now housed in the hangar. LSC has its own towpilots and we are no longer just a winch-only club.

Very little cross-country flying occurred as we concentrated on building and getting as much training flights in as we could.

The club has 16 very strong and dedicated members who sacrificed their time and energy to build the club this year. We were present at the Lethbridge Outdoor Adventure show, where we got lots of interest in the club. We have had lots of interest from these events, which proves to me that the hard work we put in doing publicity is paying off.

Looking forward to 2017, now that we have the hangar built, makes it so much easier to get flying. I would like to thank all those who have made this possible, without your help this would not have been so. Lethbridge Soaring Club looks forward to the coming years as the club and our sport grows.

Edmonton Soaring Club – Thorsten Duebel

The 2016 season was another exciting one! One of the key factors this year was the weather. We were very excited to open the season in early April, which was warm and dry. Combined with the usual excitement to get in the air, we had almost 100 flights in April, whereas in previous years the season only started in May.

Unfortunately, the weather didn't hold up as well as we had hoped. The rest of the season was fairly wet, and it appeared as though the weather was especially poor on weekends. In mid-summer we had very heavy hail and rainfall which made the field unuseable for several weekends in a row.

Despite these meteorological challenges, we managed to pull off approximately 1000 flights this season, almost matching last year's volume. A few factors contributed to this large number of flights. Although many weekends were lost to inclement weather, there was quite a bit of weekday flying this year. This may be a reflection of having some newly-retired members among us, but also of the fact that quite a few members have flexible work arrangements which allowed them to take advantage of good mid-week weather.

On June 26, we hosted a sizeable group from the Namao Flying Club (NFC), who had expressed interest in experiencing soaring with the ESC. The day started with Aidan Walters, who looks after the ESC parachutes, giving a great presentation on the latest parachute technology and how to use them safely if the need arises. The weather cooperated (after we re-scheduled from June 25 on short notice due to forecast rain), and we pulled off 21 flights for NFC members, plus another 15 regular member flights on that Sunday.

In August, we held the sixth annual Junior Camp. We had nine participants, the highest number yet. Again the weather was a significant challenge and several days of flying were lost. Amazingly enough, the participants still managed to put in 103 flights, 11 more than last year! .

Since we have only one of our towplanes in service this year, we brought in PCK, the ASC towplane, for both the Namao Flying Club event and the Junior Camp. Without access to this highly valuable provincial resource, both these events would have been much more difficult to accomplish so successfully.

We had a large number of individual pilot achievements, a reflection of ESC's continued effort to attract new members to the sport.

One of our key challenges is to provide continuing high quality flight training with a limited pool of volunteer instructors. In September, we held an instructor course. Two of our current instructors upgraded to SAC Class 1 instructor, and two new SAC Class 3 instructors graduated. Their newly-acquired skills will be put to good use next year!

In other news, a small but determined team revamped the ESC website, and feedback so far has been excellent. Check it out at <www.edmontonsoaringclub.com>. And the ESC decided to sign up for the Click n' Glide program, which appears to achieve its purpose of improving coordination of members and resources for more productive flying days.

Finally, the renovations to make the ESC clubhouse accessible are finished. Thanks to a matching grant from the provincial government and lots of hard work by some of our members, we now have a new outside deck with a wheelchair ramp to

provide barrier free access to the club house and a fully accessible washroom. This will assist us in our continued participation in *Freedom's Wings Canada*. And our annual winter maintenance and repair program is under way.

We had a great year-end party on 12 November – the evening opened by our ESC musical group (we must coin a name for them!), with great fiddling, guitar, song and, alas, a tuba! Once again the ESC proved to be a trailblazer, as this was apparently the first time a tuba was played at the Roost! Well done, Allendria. And Bob, who knew you're such an accomplished guitar player and country crooner! And Trevor regaled us with some fun songs and his acoustic guitar! We are already looking in anticipation to 2017!

Central Alberta Gliding Club – Leo Deschamps

The flying season began in April, a little earlier than most years for the club. It looked as if it was going to be a good spring season for cross-country flying but inevitably the weather seemed to turn rainy every weekend after that.

One of the biggest changes for us this year was the addition of the Scout (NJK), purchased from Cu Nim. Also this year, because of our hosting of the 2015 Nationals at the Netook glider field, the Air Cadet League of Alberta offered us the opportunity to use the Netook field again this year. We moved the club operations in early June and returned to Innisfail late August. While we were at Netook, we again hosted the 2016 Alberta Provincials over the July long weekend. Unfortunately the weather didn't cooperate and we only got one day in and even that one was "interesting". However the weather was, it didn't dampen the spirits of all the participants. I don't know how it happened but the sun always seemed to come out for the BBQs.

There were no badges earned this year, but we did license three new pilots: Graham St. Thomas, Judy Soroka, and Mel Walters. We also have Ethan Brown and Mark Dobroski ready to license; one has to complete a flight test and one has to complete his written test.

CAGC hosted a family whose grandfather, Norman Bruce, built the Zephyr. Bruce was the father of gliding in western Canada. And that sums up the year.

PRAIRIE ZONE – Jay Allardyce

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

Winnipeg Gliding Club – Jay Allardyce

We started this season during the last weekend of April and finished in early November due to a warmer and drier fall. We ended the season with 686 flights which is slightly under the ten year average. I would also like to point out that these flights were accident free, which takes us closer to a clear accident insurance rating on our fleet in two more years.

The drop from the ten year average is probably due to a slight decrease in membership recently and a reduction in students and student flights. This season though we did have two students license with us and had two new members with previous flying experience.

Our glider fleet remained unchanged this year except for the purchase of a salvaged Krosno down in Colorado during the last off- season. The club purchased this glider at a very reasonable price with the view of using that glider for spares to support our other two Krosnos. We hope that the availability of these parts will allow us more breathing room on the viability of our Krosnos.

The next aircraft to look at in our club fleet are our two tow planes. We have done some preventive work on our Scout in the last few seasons which we hope will result in lower maintenance costs in the future. Our Pawnee is in its fifteenth year of operation at our club and the engine does have limited life. We have been running it on condition for several years and the Board has started to plan for an engine rebuild in the near future which is expected to be in the neighbourhood of \$40,000.

Now moving on to the physical infrastructure around the club, a number of volunteers completed a rebuild of a wall on our clubhouse and the south deck. For the coming year, there is the replacement of the floor inside and some exterior paneling to be finished on the east and west walls. There has also been talk of some improvement to the washrooms and showers in a different building.

In 2016, the club purchased new ground handling vehicles (a quad and a golf cart) to replace our old 3-wheel trikes. Our grass cutting equipment, a swather and to a lesser degree the tractor remain a problem. With the swather down for most of the season we were left with just the tractor and one narrow mower to cut all the runways. It was time consuming and hard on the tractor especially with the clover and weeds running rampant on the runways. The club is looking into supplemental mowers (swishers) that can be attached to our present mower table to double the amount of cut on each pass with the tractor. An investment in two of these would be over \$6000.

The next larger issue I believe we must now address is fleet modernization. Our Krosnos are now well over 20 years old and are no longer manufactured. These gliders were purchased on average for around \$30,000 each back in the 90's. Today comparable replacements, even slightly used, could be \$85,000 to \$100,000 each. The Board has had numerous discussions, amongst themselves and at Board meetings, about how to proceed with equipment replacement in the future.

One thing has become clear, that in an effort to keep our pricing low (for members and potential members), we are not charging enough to put funds aside to replace any equipment. We have been charging ourselves on a break even basis and this mines away the value of our equipment down to nothing over the long run. This practice cannot continue without damaging the viability of our club in the medium to long

term, so the Board recommended an increase in membership rates by \$300 per member and also an increase in tow fees by \$10 per tow. This would bring the club fees in line with other clubs in Canada.

2016 has been a busy year for the club in terms of strategic planning and the club hopes to build on this momentum in 2017 to secure a better future for the club.

Saskatoon Soaring Club – Ian Barrett

The club year started with our club AGM and dinner at the end of January. A ground school was held in the spring with 15 attending. We also had a soaring simulator set up for members to use during the winter. Cross country training and instructor training both proved valuable on the simulator.

The club got started in mid-April. Training flights took place throughout the summer. Overall the club had 414 aerotows (10 year + high) and 12 winch launches. Winch launches were lower due to the sudden appearance of snow at the beginning of October. Total time on club gliders was 185 hrs, by far the greatest number of hours in recent history. One of our student members soloed this season. Two Bronze badges were awarded and a Silver duration was recognized.

Following the 2016 AGM, the club membership voted to pursue the purchase of an Open Cirrus, C-FBMX. The purpose of the purchase was to provide a higher performance ship in which club members could pursue cross country training and to provide yet another single seat aircraft for the club members to help with glider demand especially during peak soaring hours. The club has decided that only pilots with a Bronze badge, as well as CFI approval, are eligible to take the Cirrus out. A Silver duration was earned this summer by Fernando Garza in this aircraft. Average flight time in BMX for the season was over 1.5 hours.

The club had three private gliders at the start of the season. During the season one private glider was sold to someone from the Vancouver Soaring Club and another was brought in from Winnipeg. Roy Eichendorf, with his glider travelled to King Mountain Park, (USA) logging many good flights. Roy also flew at Cowley again this year. Skyler Guest flew his L-33 from Invermere, BC again this year for a few weeks.

The club has been flying at the Cudworth Airport (CJD2) since 1989. This year we reached an agreement with the town for long term use of the town's three-bay hangar. Much needed repairs on the hangar structure were undertaken by the club in the fall.

We had one private aircraft with a bent tail wheel resulting from a ground loop. We also had a towplane come in contact with a parked vehicle resulting in minor damage to the a/c. In general it was an active year with an increase in flights and hours, and a new club plane added to our fleet.

The Saskatoon Soaring Club was founded in 1976. At the 2017 AGM Social the club granted a lifetime membership award to one of our founders, John Toles. At the same time SAC honoured John with a plaque commemorating 40+ years of

support to the SSC and to the soaring community. The club wishes to thank the SAC board for helping us celebrate this milestone achievement. The honours were gratefully received.

Prince Albert Gliding & Soaring Club – Keith Andrews

During April, Dennis, Rob and Keith worked on getting the equipment ready for spring flying.

One member took part in the SAC AGM in Montreal on 12 March. The 2016 club AGM was held in the home of Keith and Bev Andrews on April 30, 2016 with five members in attendance. All officers were returned to the positions that they held the year before. Flying started in earnest on 1 April with annual proficiency check flights. From 28 May to 11 June, Bob Dueck performed the annuals on our gliders. On 8 June, the Birch Hills Flying Club annual BBQ was held in Dave Berkland's hangar with 30–35 people present.

This year we continued flying up to November 13th. The weather this year wasn't the greatest. We flew on only 16 days and accomplished 162 flights for a total 34:03 hours. This is down 9 days, 37 flights and 3:55 hrs from last year.

SOUTHERN ONTARIO ZONE – Stephen Szikora

The weather gods smiled on southern Ontario this year, resulting in excellent soaring conditions. The clubs in this zone have made some significant improvements in their fleets and facilities over the last few years, resulting in renewed enthusiasm and the potential for future growth. In my communications with club leaders I am generally finding optimism for the continued success of the remaining clubs after a long period of consolidation in the zone.

The five clubs within the zone combined for 323 members, down three from the prior year, and representing 32% of the national membership. Overall, membership has been fairly stable over the last three years. The challenge, of course, is growth and I know that every club has been actively advertising, attending shows, hosting groups, putting on ground schools, etc. Nevertheless, it would seem that our attrition rates are such that we are not making membership gains. I also know that each club is acutely aware of the attrition problem and they are actively encouraging changes at the club level to address this issue.

The competition scene remains very healthy within the zone. York Soaring hosted what has been widely acclaimed as the best Nationals in memory. While everyone appreciated the work of the excellent August weather (an unusually late date that with very good historical weather analysis proved to be perfect) kudos must also go to the organizers who did a fantastic job both on and off the airfield. Toronto Soaring followed up with the Ontario Provincials in early September and while conditions were blue throughout, it was flyable and the weather was otherwise very nice. Everyone commented on what a great low key event it was. Looking forward to more in 2017.

Great Lakes Gliding – David Donaldson

Over all 2016 was a good year for great lakes gliding club. Recovering of the wings on the trainers turned out to be a positive project in result of the finish and amount of help put forward from the members.

The towplane had the fuselage recovered and painted, a job that was in need of doing as we don't have a hangar for it in the summer. This winter will be spent installing panel mounted radios, sourced in Europe, in the trainers. Discussion on the purchase of FLARM for club and private aircraft is underway.

We had a 2% increase in number of flights over 2015. Membership was strong this year, with new students from the ground school we ran in the winter and more joining throughout the year, putting our small group of instructors to work. They were able to guide four students to the completion of their licences and many to their solo stage.

Cross-country stats are up this year, almost doubling the OLC distance from 2015, with a lot of help from the more experienced pilots guiding our less experienced ones – some to their first landout. Two members were able to do 350 km triangles but just missed on a few details to be counted as official declared FAI triangles.

London Soaring Club – Mike Luckam

In 2013 we set two strategic goals for the club: to increase membership numbers to support the need and the ability to finance our (second goal) to purchase a high performance single or two-place glider. While our numbers have not increased, they have not declined either as we continue to attract young and young-at-heart student pilots, and some very experienced ones also that flew gliders in their youth and are getting back into soaring. Our club has very low annual rates for juniors, which is a big factor in attracting so many young people to our sport. We have 18 adults and 6 junior members, and count several current, former, and future airline pilots in our group – as well as a few general aviation pilots.

This year we did over 50 introductory flights and 600 member flights. Six people bought 4-pack instructional packages. As usual our two L23s did most of the flying, along with the 1-34, Grob Astir, and private gliders. Some members enjoyed some cross-country flights, when they weren't instructing or helping at the flight line, with not as many land-outs this year. Two juniors and one adult student had their first solo flights in 2016. We congratulate two of our junior members who have been accepted to Sault College Aviation program in 2017. Another who soloed with us a few years ago, completed the program at the Sault and is now flying for Jazz (and keeps current with tail-draggers in our towplane)!

We had three flight instructors for 2016, which is a mixed blessing as there are many opportunities for students and instructors to fly, but we are actively working to develop more flight instructors to spread out the load on the instructors. But lest dust begins to settle over the winter, the instructors and several experienced members are conducting a ground school in Feb-Mar 2017 – we do this every few years.

In 2017 there should be more cross-country flying – one of our new members had substantial contest experience back in the day (in Europe) and now that he is flying gliders again hopes to prod the rest of us who are eager to new heights and distances.

After two years in a row of towplane calamities, OHJ was in service for the full season this year, except for a day or two repairing a part on the landing gear. It is a godsend having Chris at XU Aviation nearby and maintaining our towplane, which we hope will continue to be our reliable workhorse for years to come.

Continuing the safety improvements started in 2016, the club once again took advantage of the SAC Safety Equipment Grant by acquiring two more FLARMs that will be installed in time for the 2017 flying season. Two more FLARMs to go. We would probably not have made this significant expenditure, had it not been for the Safety Grant. Thank you, SAC!

Another useful program for our junior members is the SAC Youth Bursary to help offset flight costs. Donations to *Youth Flight Canada* are received by the club, and used to match bursary funds as required by SAC. The Directors encourage all members to consider an annual donation to *Youth Flight Canada*, specifying that the funds be directed to our club's young members, and encourage all of youth members to apply for a SAC Youth Bursary. In 2017 we are raising the intro fee and part of the increase will also go to matching the bursary.

We are pressing forward with a plan to replace one of our L23s this year or next – although members must pay a little more, all are excited at the prospect of adding a more advanced two-seater to our fleet.

Our website and temporary road signage are critical to help people find our club, and we also sent several excellent newsletters to our Friends of London Soaring mailing list.

Social events in 2016 included several potlucks, special breakfasts, and our Christmas party. All of them were well attended because all our members enjoy the opportunity to get together even outside of flying, and to meet the families. As we do every year, we thank Murray for continuing to provide our airfield and facilities that we enjoy so much.

The board is grateful for our Operations Team that runs the club on a day-to-day basis, and the many volunteers that keep the grass under control, maintain the mowers, hangar, and gliders, fly the towplane, instruct the students, and all the solo members that take up intro flights. The club runs best when everyone has a part in it. We thank ALL our members for their support of the club this past year, both in volunteering for the many jobs to be done, financially through membership and tow fees, and mentoring. FLY SAFE AND HAVE FUN FLYING.

SOSA – Tom Coulson

When I looked back on 2016, it was a good and busy year both in the air and on the ground. The weather was one of the best in several years and pilots took good advantage of it.

We celebrated 50 years of our airport at Rockton, opening with a huge party of current and past members. We were honored with City Councillor Robert Pasuta and Member of Parliament David Sweet as guests. In honor of the occasion, a large donation was received from Roy Grey, who was vice president in 1966, to be used for youth activity in the sport. When I look at what we have today, we all should be thanking the organization and members of the past.

In September, a spot landing contest was organized with the funds going to help the team going to the Worlds. As well as being fun, this event showed where our collective skills are. The winch was used to launch all the flights for the event, adding to the fun. The winch is now being used on a more regular basis with the Friday night instruction group using the winch. The main cable was showing its wear and it was replaced this fall.

Some upgrades have been made to gliders. In the spring the two LS4s had their old flight computers replaced with S80 computers including blue tooth capability. Over the winter four of our gliders will be fitted with transponders including the new Duo Discus that arrived in the fall, and it will be ready to fly in the spring of 2017.

Toronto Soaring – Dave Cole

2016 was a great year for TSC! We had some of the best soaring conditions in memory. Our total number of flights was up 43% over 2015 (total 560 flights in 2016). Our membership increased by five (to 29 total members). We had 5 new students in 2016 bringing us to a total of eight active students. We have 11 very experienced instructors and eight towpilots (some are dual qualified as instructors).

TSC is a small but very active soaring/cross-country club; we had five participants in the Nationals and five in the Provincials. TSC also hosted the provincials this year. TSC's location is ideal for cross-country since you can set a task in any direction without being affected by control zones. We have a regular group of mid-week members now that make it possible to get a tow on any decent day.

Thanks to some key members, we have a very well maintained fleet. With the assistance of SAC, we were able to buy and install three FLARM units in our gliders and tugs.

Our annual lamb roast and monthly potlucks (with large bonfires) were a big hit as always. This year the members of Toronto Soaring recognized the life time contribution of Geoff Lebreton by making him a TSC honorary life time member. Geoff has spent countless years, as instructor, CFI, and keeping the runways trimmed to perfection! There's a lot of excitement at TSC for 2017 and we can't wait to get in the air again!

York Soaring – Jim Fryett

Southern Ontario weather provided us with one of the best soaring seasons in recent memory and York Soaring took full advantage of the opportunity. With the continuation of our training program, Canadian Nationals, and active club participation, we were able to log over 3400 flights for the year with a record financial surplus.

As with previous years, we have extended our flying season with a well-attended camp in Sugarbush, Vermont. From there, our ASK-21 was transported to Seminole, Florida for the winter where it is available for our vacationing members and other qualified Canadian pilots.

We have not made any additions to our fleet this year but have focused energy on maintenance. As the season opened last year, our first task was to complete the refurbishment of our 5300 hour 2-33 C-GYSB. With much help from lots of hands, new interior panels were installed, damaged fabric repaired, and the old filler around the nosecone was chipped and sanded off. The wings had been stripped by club members and then professionally repainted thanks to another generous member. The nose was repainted Bahamas Blue, and that great cross-country flier, the Monarch Butterfly, was honored with a vinyl decal.

Lots of just-in-time efforts by many club members (and some who were visiting enthusiasts) kept all three tugs running for the duration of the Nationals, and contributed to the favorable impression the club generated for the participants. The long-running mixture problems that have plagued towplane LTX have been solved by our mechanic's discovery and repair of a defect in the carburetor heat box. There have not been enough hours flown since the repair to see the effect, but we remain optimistic that the issues are behind us.

The winter sees several projects underway. Thanks to the donation of space in Orangeville, we are refinishing the wings of UZS (a new weight and balance will be completed in the spring). Cushions for the rest of our 2-33s are being replaced, improvements to the canopy fit on RRP, and installation of radios in more of the gliders are some of additional projects.

Our 200 acre airfield continues to provide many opportunities for projects and intrigue. The main activity centre of our flight line revolves around the operations shed known as Stan's Cottage. This summer, the deck area was upgraded with the installation of four large shade sails to provide shelter from the hot summer sun. This is especially beneficial to our visitors waiting for their introductory flights.

Last year we completed substantial improvements to our main hangar, which included the installation of a new concrete floor, hangar door tracks, and an apron. This was very successful, resulting in a dry storage area which facilitates ease of aircraft packing and unpacking. With the involvement of several members, the bank loan was replaced by private loans.

Our campground has become an item of concern. There are about 30 trailers and sheds that provide accommodation for our members and visitors to the club. This is an important element given our rural location and lack of immediate access to overnight stays. With our continued hosting of Hong Kong pilots, youth camps and visitors, the campground provides affordability which is essential to these programs. Due to relatively new Ministry of Environment regulations, we are considering the role of the campground and needed improvements. In addition to sanitary upgrades, the aging electrical system in the campground is due to be replaced. The campground plan

is currently being re-designed to find an acceptable layout that will meet the MoE and club requirements.

Our club governance has evolved from its inception, and 2016 saw the beginning of another change through a review of the club charter and by-laws. We currently have a new draft document ready for presentation to the club's annual town hall meeting this June. When adopted, the new by-laws will modernize our operation. With this process, we are implementing a new operational structure in the club that is intended to create greater participation by all club members through establishment of a well-defined committee structure and proactive succession planning. At a recent special meeting of the Board, we examined a number of key areas including: Property, Flight Training, Fleet Maintenance, and Communications. Not surprisingly, one of the major priorities was membership growth. Though our membership has remained relatively stable at 150 over recent years, we have recognized the need for a younger demographic and positive expansion of the club in order to sustain and improve the services provided into the future.

We are actively looking for greater marketing and advertising. This included booths at two separate shows this winter: one a motorcycle show, and the second an Outdoor Adventure Show. Both were well attended by club members that enthusiastically explained our sport to a curious public. At the Outdoor Adventure venue, there were numerous aviation enthusiasts which contributed to a large number of introductory flights being purchased.

Training continues to be a high priority at our club. At least two camps will be held this summer, with subscription by the Hong Kong group now fully booked. The training camps have been successful as the result of a lot of hard work and organization by a diminishing team of instructors. Growth of the instructing team will be a priority if this program is to be maintained.

Looking forward to the 2017 season, we will be holding our annual banquet on 8 April at the Terra Cotta Inn. The banquet has always been a wonderful way to start our season, enjoy fellowship, and experiences, and to highlight our priorities for the coming year.

I would like to thank the Board of Directors for their hard work and dedication to the management of our club along with the many members who volunteer their time and enthusiasm. With a club of our size, it takes a great deal of time and effort to support our soaring activities.

EASTERN ONTARIO ZONE – George Domaradzki

Eastern Ontario experienced a rise in the number of SAC members, whereas the other zones experienced slight declines. The increase in numbers was probably because of the ground school in Ottawa and Montreal. Both MSC and RVSS has significant increases in numbers.

This year has seen continuing cooperation amongst the Eastern Ontario clubs. There was the Ground School, conducted by

GGC and RVSS over the winter, where 25 students attended. Then there was the GGC MayFly, where glider pilots from three Eastern Ontario clubs participated. In the fall, MSC, GGC and RVSS members, as well as a few members from other clubs, participated in the Lake Placid Wave Camp. It is nice to meet fellow glider pilots from other clubs on a regular basis.

A new exciting development is the use of *glidernet.org* technology. Both GGC and RVSS have installed FLARM ground receivers – a first in North America. These sensitive receivers can capture a FLARM signal up to 100 km away, and then immediately transmit to the web. It is exciting to be able to see the location and progress of gliders right on your smartphone or tablet. Moreover, there is obviously a safety aspect in knowing the location of gliders. Let's hope this technology will expand rapidly across Canada.

Gatineau Gliding Club – Roger Hildesheim

2016 started off with the joint GGC/RVSS winter ground school being held in Ottawa from January through March. This ground school has been jointly managed by both GGC and RVSS for over 26 years and is a great example of how local clubs can work together to the mutual benefit of each club.

With a relatively mild winter, flight operations started mid-March. For 2016, all GGC members were required to attend a spring safety briefing prior to their spring check flights. Member feedback was very positive and these briefings will now be part of all future GGC spring checkouts.

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

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

The SAC Eastern Instructor Course was held at GGC in August with three “new” instructors joining the GGC instructor ranks and another three reaching the class 1 level.

After a complete mid-life refit and hundreds of hours of volunteer work, our Citabria rejoined the GGC fleet in April, just in time for the 2016 flying season.

GGC, MSC & RVSS members once again descended upon the local airport in Lake Placid for the annual fall wave camp. We enjoyed four great wave days with multiple diamond climbs.

Montreal Soaring Council – Kurt Sermeus

Montreal Soaring Council (MSC) enjoyed an outstanding soaring season. We totaled 131 flying days from mid-April until the second week of November. The number of flights was up by 32% compared to 2015. We had no accidents, except for some minor damage due to outlandings and ground handling mis-

haps. After two years of decline, membership grew again. We now total 79 members. A new ground school was started at the beginning of 2016. 13 people signed up and 6 became members afterwards. This all meant that our instructor team has been very busy. During the 2016 season, nine student pilots soloed and also nine earned their licence.

It was an excellent season for cross-country. MSC pilots claimed more than 82,000 km on OLC, with an average of 3300 km per pilot – the highest average of any Canadian club east of the Rockies. A new distance record for the club was set for flights out of our home base in Hawkesbury: André Pépin and Nick Bonnière, each flying a Lak 17B FES, flew 717 km on 17 June. On 23 June, both pilots also did a 500+ km flight circumnavigating the whole Montreal area – a first to our memory. The good conditions also led to many pilots advancing their FAI achievements. FAI badges were obtained by: Pierre Gavillet – Diamond badge #110; Emmanuel Cadieux – Gold badge #341; Rainer Hau and Ken Minchau – Silver badge 1102 and 1104.

MSC pilots participated at three contests. Marc Briau finished 2nd in the traditional MayFly at GGC – very nice for his first competition. In July Nick Bonnière and Emmanuel Cadieux participated in the first FAI Sailplane Grand Prix held in the USA, in Iona, Michigan – they finished 12th and 13th. Emmanuel Cadieux did well in the Canadian Nationals in August at York Soaring, finishing 3rd in Club class.

In 2016 MSC introduced for the first time an Electronic Flight Sheet, using internet-based software developed by our Director of Administration Ken Minchau. While we still used the paper flight sheets as back-up during the trial season, transferring the flight data into our accounting system is now automatic, saving tremendous time for administration, as well as avoiding human error in calculating flight times. For 2017 we plan to operate with a fully electronic recording at the flight line, using long-range WiFi on the airfield.

MSC was founded in 1946, so we had good reasons for a big party in 2016. The 70th Anniversary Party was held on Saturday 27 August. The day was blessed with sun and perfect temperatures for doing guest flights. Over 100 people attended, including many former members.

In October we co-organized again the Lake Placid wave soaring camp together with our friends from GGC and RVSS. We had one towplane as well as the club's Duo Discus based there during a three week period. Wave conditions were not as strong as in the preceding year, but interesting flights were made nevertheless. On the final day, after the first snow had blanketed Lake Placid overnight, we encountered good wave conditions in northwesterly winds that reached 65 kts at 13,000 feet.

Rideau Valley Soaring – George Domaradzki

In 2016 we finished the year with 58 members. This is the highest since 1990. Many new members joined, and this more than offsets the 27% turnover rate from the previous year. The high turnover rate is mainly due to new members who leave after gaining their licence. On the other hand, the attrition for

people who have been members for more than two years was only 15%.

Of the 23 new members who joined our club in 2016, only a few had taken ground school over the winter, and many more joined in the course of the gliding season. Four were returning members, after a few years of absence. I believe we have achieved this high recruitment mainly because we run an attractive website that brings in many who are interested in taking introductory flights. Some of these go on to joining the club. We also run a ground school in the Ottawa area over the winter that always attracts many participants.

We also had a significant increase in operations in 2016. We flew gliders on 93 days – up from 81 the year before. We had 999 glider flights – up from 953 the previous year. 890 of these were in our five club ships – up from 887 the year before. The average number of hours flown per club glider was 109 – up from 97 hours the year before.

Over the winter of 2016, the club Grob 103 underwent its 3000 hour inspection. It has also been refurbished and will last for many more years. We are also currently refurbishing the club Puchacz in order to extend its use for many more years.

A new development at our club was the installation of a FLARM ground receiver. Alongside GGC, RVSS was the first to make use of this technology in North America. The receivers enable the capture of flight information from all FLARM-equipped gliders and post the location on *Glidernet.org* for all to see. I believe this not only encourages the adoption of this technology, but also increases other safety aspects. For example, we were able to warn a glider pilot that he was entering controlled airspace.

EAST ZONE – Sylvain Bourque

L'année 2016 fut une bonne année au Québec sur le plan météo à regarder OLC. L'AVV Champlain a terminé quatrième et le CVVQ au sixième rand sur OLC Canada. Neuf vols de plus de 500km ont été faits dans notre région dont un de 573km, six vols de plus de 400km et neuf de plus de 300km, ce qui est exceptionnel. Les clubs de la région de Montréal ont débuté leurs opérations vers la mi-avril et fin avril à St-Raymond.

2016 was a good year weather wise. On OLC, AVV Champlain finished fourth and CVVQ sixth of all clubs of Canada. Nine flights of more than 500 km were made in our region, one of 573 km, six in the 400 km and nine in the 300 km. This is exceptional. The Montreal area clubs started their season in mid-April and end of April at St-Raymond.

CVV Québec – Pierre Beaulieu

L'année 2016 nous rappelle comment il est difficile de conserver le nombre de membres élevé, l'an passé nous avons dépassé les 60 membres mais en 2016 le nombre a chuté à 55 membres malgré nos efforts constants. Pas de gros changement aux infrastructures mis à part le travail aux alentours du nouveau club house acquis l'an passé.

Au chapitre des vols, nous avons cumulés 1380 vols donc 363 en instructions. Phénomène rare, trois membres ont réussi un vol de 500 km. et il y a eu 24 vols de plus de 5 heures, ce qui prouve que les conditions étaient bonnes.

Pas de changement à la flotte du club mais ça a bougé avec les planeurs privés, voir les détails au bas.

Au milieu de l'été nous avons subi beaucoup de dommages lors d'une tempête (mini tornade), quatre remorques ont été endommagées, deux privées et deux du club, une de ces remorque est une perte totale et les réparations sur les trois autres sont très dispendieuses.

La porte du hangar des avions a aussi été cassée en deux lors de cette tornade. Heureusement, il n'y avait pas de planeur dans ces remorques.

Il y a eu des changements dans la direction du club et bonne nouvelle, les jeunes s'impliquent !

After an increase of membership in 2015, we return to 55 members in 2016, and realize that it is very difficult to retain new members over time. Not too much work in infrastructure, we completed the surrounding of our new clubhouse and we repaired the large hangar door broken in a tornado in the middle of summer. The tornado severely damaged trailers; one was totalled and three others were very expensive to repair, the only good news was that there were no gliders inside them!

We accumulated 1380 flights including 363 in instruction, 24 flights lasted more than 5 hours and three of those flights were more than 500 kilometres, so weather was quite good.

Some change to the administration board, the good news is young members are taking over. We are optimistic for next year.

Appareils club et privés/ composition of club and private fleet.

Club 2 towplanes / remorqueurs, 4 dual-seat/ 4 biplaces,
3 single-seat/ monoplace.

Private/privés –11 single-seat/ monoplace.

Un planeur privé (HP14) a changé de main à l'intérieur du club.

Un ASW-20 a été vendu à l'étranger.

Un nouveau planeur a été acheté par un membre (Lak 17B électrique)

A private (HP14) a been sold to another member.

One ASW-20 been sold in an other country.

One member bought a new motorglider (LAK-17B).

Enfin nous un de nos membre a subi la perte de son ASW-20 dans un accident, heureusement sans blessure sérieuses.

Finally, one member lost is ASW-20 in an off-field landing, fortunately without any injury !

AVV Champlain – Pierre Cypihot

L'association de vol à voile Champlain a connu une autre bonne année en 2016, le nombre de membres étant maintenu à 63 membres. La disponibilité de l'équipe d'instruction nous oblige à

limiter l'arrivée de nouveaux membres. La formation de nouveaux instructeurs en 2017 allégera la tâche de l'équipe en place depuis plusieurs années. La météo plus clémente en fin de saison et les fins de semaines nous a permis d'effectuer 1090 vols, soit dans la moyenne des 4 dernières années. Nous avons eu plus de facilité à voler en semaine, le recrutement de pilotes remorqueur et l'âge moyen de nos membres augmentant chaque année étant des facteurs principaux.

Nous sommes très heureux d'avoir remboursé en 6 ans l'emprunt nécessaire pour l'achat de nos deux ASK-21. Le club cherche à remplacer le L-33 accidenté en 2015 par un monoplace ou un troisième biplace puisque la formation de base, les vols d'introductions et la voltige créent parfois une grande demande. Le CA a limité l'offre des vols de voltige en 2016 pour diminuer la congestion des biplaces et à cause de la faible disponibilité des instructeurs de voltige.

Un énorme travail a été fait pour faire un audit de la sécurité. Plusieurs points ont été corrigés, d'autres sont en cour pour palier aux faiblesses de notre sécurité. Malgré beaucoup d'effort de sensibilisation pour améliorer la sécurité, plusieurs incidents ont été rapportés en 2016. Parmi ceux-ci, des risques d'abordage en vol, malgré que presque toute la flotte soient équipées de PowerFLARM. Malheureusement plusieurs incidents au sol avec dégâts mineurs auraient été facilement évitables s'il y avait eu plus de vigilance.

Le vol en campagne reste une grande fierté pour le club, le nombre de kilomètre par vol étant en augmentation chaque année. Des appareils plus performants, mais surtout l'expérience grandissante de nos pilotes, font que l'AVVC conserve la quatrième position sur OLC au Canada.

Pour 2017, quelques travaux d'infrastructures et l'acquisition d'un biplace de haute performance DG505 sont au programme des améliorations du club. Le but premier restant de procurer le plus de plaisir à nos membres sécuritairement.

Association de vol à voile Champlain had another good year in 2016 with a stable membership of 63 members. The limited availability of the instructors has forced us to restrain the arrival of new students. The training of new instructors in 2017 should make it easier on the team in place for many years. The good weather on the weekends and at the end of the season allowed us to make 1090 flights, same as the average of the last 4 years. We had less difficulty to fly during the week, which is attributed to better recruitment of towpilots and an aging membership that is more available.

We are extremely happy that we have reimbursed in six years all the loans due for the buying of our two ASK-21. The club is looking to replace the L-33 written-off in 2015 with either another single or two seater, since the basic training, acro training and passenger flights are sometimes putting some pressure. The BoD has limited the acro passenger flights offer in 2016 to help reduce the congestion on the two seaters and because of the low availability of the acro instructors.

A big effort was done following the safety audit. Many items were corrected and more are underway. Despite a lot of effort

to improve safety, many repeating incidents were reported in 2016. Among them, some near miss even though pretty much all gliders are equipped with PowerFLARM. Unfortunately, some ground handling incidents with minor damage could have been avoided if there had been more vigilance.

Cross country flying remains a focus and pride for the membership, with the average flight distance increasing every year. This is partly done because of the performance of the gliders, but mainly because of the increasing experience of our pilots, all contributing to keeping a forth position on OLC in Canada.

For 2017, some infrastructure work is planned as well as the acquisition of an high performance two-seater of type DG505. Our top goal is and remains to have safe flights and fun!

Aéroclub des cantons de l'est – Marc Arsenault

Nous avons vendu notre LS4-B à un particulier au Vermont.

Nous avons un membre qui a passé son test en vol et s'est vu obtenir sa licence pilote planeur.

À la fin septembre, nous avons souffert la perte d'un membre expérimenté lors de l'accident en approche à CZBM. Le BST a terminé son enquête. Nous sommes en attente des conclusions qui feront état d'un accident de catégorie 5. Plusieurs théories ont été émises de part et d'autres dans l'industrie et certes dans les médias. Chacune d'elles n'explique aucunement l'accident. Je suis en attente d'une rencontre avec le BST pour faire une révision finale des faits. Il est certain que des éléments majeurs seront mis en évidence qui pourront ultimement nous aider dans la communauté.

Remorqueur : HK 36 TTS

Planeurs : Duo Discus, ASG 29 and ASH 31

We have sold our LS4b to an American in Vermont.

One of our members passed his flight test and has obtained his glider pilot licence.

At the end of September, we suffered the loss of an experienced member in an approach accident in CZBM. The TSB has completed the investigation. We are waiting for the conclusions that will state a Category 5 accident. Many theories have been made in the industry and certainly in the media. Every one of them does not explain the accident. I am waiting for a meeting with the TSB to review the facts. I believe that major elements will be brought forward hopefully to help us all in the community.

TREASURER'S REPORT on 2016 financial activities

Stephen Szikora

IN THE PAST YEAR we have continued to move forward with ambitious program spending while at the same time keeping membership fees as low as possible. This is possible because of the earnings we receive from our surplus funds invested largely in the Pioneer Fund. This past year, for example, we spent almost \$38K more than we brought in but this was more than offset by the \$73K in investment income earned in 2016. As a result, our balance sheet remains strong with almost \$1.675M in assets.

Our *safety improvement grant program* has made significant funds available to club projects that enhance safety. To date we have allocated \$80,000 to this program, just under half of which has been claimed by our clubs. The remaining amount is carried forward for future use by those clubs not yet participating fully within the program (14 clubs have claimed amounts under this program but 13 clubs have not yet submitted claims.) This year we will allocated another \$40,000 to this program.

Our *club marketing program cap* was doubled from 10% of all club membership fees submitted to 20%. This program provides funding for up to 50% of all club marketing related expenses, up to the cap already described. However, few clubs seem to take advantage of this program and we hope to encourage more clubs to find ways to market themselves to local communities in order to promote growth.

Our *contest hosting grant program* continues on and those clubs hosting regional or national contests tell us that this funding makes a real difference in the success of these events

for the club. Still, some regions are not hosting contests and we need to make more progress to our goal of a sanctioned regional contest in each of our six zones in addition to the nationals each year.

In 2016 we made the transition from long-time *Free Flight* editor Tony Burton to Doug Scott (supported by Bill Cole) and we couldn't be happier with the work of all three during the transition. For now, we are continuing with a paper copy of the magazine and have made some enhancements including more colour. This past year also, our SAC head office was moved to the new COPA location in Ottawa. We used the move as an opportunity to reduce our inventory and streamline the goods that we provide through the National Office. many things that used to cost our clubs are now offered for free such as FAI pins and certificates and instructor training manuals. Our goals are to encourage badge flying and instructor training and we hope to do more in these areas in the near future.

Lastly, the year ended with a massive effort by our National Team to send four pilots and a full support team to the world championships in Australia. This was easily our largest and most expensive endeavour yet to compete at the world level. Funding was available from SAC through general membership revenue and more importantly, through funds available from the Wolf Mix Fund and the World Contest Fund (donated by several people over the years), but much of the financial burden fell to the team members themselves who should be congratulated on overcoming the logistical challenges of sending such a large team to the other side of the world.

2017 SAC BUDGET

Revenue	
1	Membership fees \$66,000
2	FTSC Insurance program 10,000
3	Sales of supplies 500
4	Free Flight advertisement 200
5	Pioneer Fund transfer 50,590
6	Youth Bursary Fund transfer 3,862
7	Wolf Mix Fund transfer 0
8	World Contest Fund transfer 0
9	Interest income 300
10	Unrestricted funds draw 30,435
11	Safety improvement grants 43,961
	carry forward
	\$205,848

Note: there are no National team expenses for 2017

Expenses	
1	COPA office contract \$27,120
2	Office expenses 500
3	Distribution supplies 500
4	Website improvement 5,500
5	FAI/Aero Club of Canada 6,190
6	Directors & Officers insurance 2,115
7	Free Flight magazine 21,000
8	Board meetings 10,000
9	Flight Training & Safety 15,000
10	Sporting committee 3,000
11	Youth Bursary program 13,862
12	Club marketing program 5,000
13	Contest hosting grants 7,000
14	Safety improvement grants 83,961
15	OLC contribution 1,000
16	Accounting and bank fees 4,100

\$205,848

SAC 2016 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2016			Balance sheet – as at December 31, 2016		
	2015	2016		2015	2016
REVENUE			ASSETS		
Membership fees	\$65,740	66,470	Current assets		
Sales and Services	7,697	11,083	Cash	\$190,411	\$122,733
Flight Training & Safety	0	10,000	Short-term investments	1,407,564	1,493,336
Youth Bursary & Air Cadet	3,500	3,500	Accounts receivable	752	4,366
World Contest	1,500	0	HST receivable	4,602	9,246
Wolf Mix	0	7,783	Pre-paid expense	0	36,069
Pioneer	350	0	Inventory	<u>22,744</u>	<u>8,805</u>
Other	<u>2</u>	<u>499</u>	total	\$1,626,073	1,674,555
Total	\$78,789	99,335			
EXPENSE			LIABILITIES & NET ASSETS		
World contest fund team support	1,500	0	Current liabilities	\$20,056	\$16,717
World contest matching support	8,300	0	Deferred contributions	<u>\$236,563</u>	<u>\$253,023</u>
Management fees	24,000	24,000	total	\$256,619	\$269,740
Professional fees	3,600	3,750			
Bursaries	13,500	10,522	Net assets		
Printing – Free Flight	9,100	9,073	World cont. fund (restricted)	8,300	8,300
Membership & subscriptions	6,020	6,190	Pioneer (restricted)	1,007,818	1,011,799
Safety improvement program	12,859	23,702	Youth/AC Bursary (restricted)	10,000	10,000
Publications & training manuals (FF)	8,733	5,301	Unrestricted	<u>343,336</u>	<u>374,716</u>
Postage – Free Flight	4,654	2,694	Total net assets	\$1,369,454	\$1,404,815
Cost of sales	3,199	15,035			
Other support	5,296	0	Total	\$1,626,073	\$1,674,555
Meeting & travel	11,485	7,306			
Meeting & travel – FT&SC	5,447	8,339			
Directors and Officers insurance	2,114	2,114			
Contest hosting grant	7,000	6,000			
Canadian National support	0	500			
Bank / credit card charges	346	177			
Awards and scholarships	76	437			
Advertising	7,850	5,064			
Web site	1,873	4,746			
Office supplies	183	26			
Non-refundable HST/GST	<u>2,088</u>	<u>2,006</u>			
Total	\$139,223	136,982			
Operating					
REVENUE over EXPENSE	(\$60,434)	(\$37,647)			
Investment income	45,305	73,009			
REVENUE over EXPENSE	(\$15,129)	35,362\$			

Note: The complete 2016 financial statement with explanatory notes is available on the SAC website under “Docs/annual reports”.

**Proposed 2017
SAC-ACVV membership fees**

(these fees are unchanged from 2016)

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

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 also includes student pilots even if they are not solo. Consult the Bylaws in the membership section for more details.

SAC Youth Bursary Program 2016

The 2016 soaring season has once again proven to be a very successful year in support to clubs participating in the SAC Youth Bursary Program. The 10 clubs with the 29 students are listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$173.37 to \$499.00 after consulting on how the club wished to sponsor their applicant(s). In 2016 SAC matched \$10,521.69 of club funding.

Canadian Rockies Soaring Club – Spencer Dubois, Katherine Stojka

Cu Nim Gliding Club – Dawson Hogg

Edmonton Soaring Club – Grayden Kruck, Shealane Gienow, Ty Hatt, Hayden Hickey, Adam Kent, Grayden Kruk, Ryland Kruk, Conali Muir, Devansh Ranade, Mercedes Supei

Saskatoon Soaring Club – Jonah Barrett

York Soaring Association – Timothy Belchinor, Thalia Schuch, Amanda Bothwick, Anish Jammu, Sophia Fremis, Arren Vincent

SOSA – A.J Wilson, Chris Begemann, Nick Mitchell

London Soaring – Isabela Dibon

Toronto Soaring – Avery Cole

AVV Champlain – Audrey Letourneau, Antoine Latulippe, Justin Beurivage, Vasco Charles Morais-Boulay.

CVV Quebec – Hugo Lariviere

This SAC program started in 2009 and in its eight years of operation, a total of 178 youth have received bursaries, co-funded by both SAC and the sponsoring club totaling in excess of \$148,043. From discussion I had with some non-participating clubs in 2016, I anticipate that in 2017 more SAC clubs will become involved with this program. The program has proven beneficial to the clubs, the community, and the youth in their exposure to our sport

I have agreed, subject to the SAC BoD's approval, to continue in 2017 as the contact person for the SAC Youth Bursary Program if you have any questions regarding the program or in making an application. Thank you to all who helped make the SAC Youth Bursary Program successful in 2016.

David A Collard, SAC Youth Bursary Coordinator
2060 Gordon Ave, West Vancouver, BC, V7V 1V7
dacollard@telus.net – toll free Ph/Fax 1-866-745-1440

COMMITTEE REPORTS FOR 2016

AIRSPACE – Scott McMaster

A very quiet year (not a bad thing).

In the west Bram Tilroe has been working to try to simplify the Cowly airspace access. The approach is a combination of trying to get protected airspace around some airways reduced to simplify the northwest corner between 12,500 and 18,000 feet, and the possibility of formalizing block approvals for access into portions of Class B airspace below CYA201(S). Some progress has been made but nothing definitive to report.

In the east the only thing brewing is the long anticipated Toronto TCA reconfiguration and it is currently dormant so no new insight is forthcoming at this time.

FAI BADGES – Walter Weir

Spectacular weather resulted in nine Diamond distance flights flown in Canada this summer, an all time record. Three were from St-Raymond QC, three from Rockton ON, and one each from Conn ON, Hawkesbury ON and Chipman AB. Jean-Guy Hèlie of the Quebec club flew it a second time after the logger file from his first flight was accidentally deleted.

Five Diamond badges were completed. C badges were down as there were no submissions from air cadet camps this year.

FLIGHT TRAINING & SAFETY – Dan Cook

Safety report See the separate safety report prepared by David Donaldson, SAC Safety Officer. We had one fatal accident this season which from preliminary reports appears to be a stall/spin on final. An observation a SAC member was that most of the recent stall/spin accidents/incidents have been with experienced pilots with high performance gliders, and why was the FTSC focus on low time pilots and students, which he felt was implied by the recent Spin Flyer mailed out with SAC membership cards.

FTSC experience with instructor courses is that all candidates are not well prepared or confident with minimum height loss in spins. This indicates we still have work to do in this area of training. There is also a problem with pilots flying their high-performance gliders too slow close to the ground or obstacles. The performance of these gliders may be giving pilots a false sense of security. However, in gusty conditions, maintaining airspeed at minimum approach speeds is inadequate. Most Pilot Operating Handbooks recommend at least ½ the wind speed plus the entire gust factor as a safe margin. In addition, the habit of using full landing flaps on calm days seems to be carrying over to gusty days when full flaps are not required, nor recommended in most high-performance glider Aircraft Flight Manuals. “Full flap” speed limitations have resulted in pilots slowing below the recommended minimum approach speed at a critical altitude.

This year we have had about 85% participation in annual safety reporting at the time of writing this report. The SAC Safety Bureau for new safety investments has continued the stimulation for participation in the National Safety Program.

Instructor training FTSC assisted VSC, GGC, RVSS, ESC, and CuNim with instructor courses this season totalling six Class I, five Class II and nineteen Class III instructors.

SAC training publications

- *Preparatory Ground Instruction (PGI) Manual.* This new manual was produced to provide instructors with an aide memoire for teaching the preparatory ground instruction. The document has been issued and used on instructor courses for the last couple of years and has been submitted to SAC office for printing of copies for clubs. It is hoped that a couple of copies will remain on each clubs flight line or club class room as a reference material for PGI before lessons. A couple of copies will be pushed to each club.

- *Pilot Training Record (PTR)* has been reprinted with requested changes, unilingual, better page alignment, segregation of comment pages together and coding sheets, optional letter code vs numeric only, removal of zig zag circuit as skill and introduction of overshoot protection exercise (see explanation in Dealing with Emergencies Presentation on website).

- *Instructor Pocket Book and Handbook* reprinting of notes with minor changes to better align with latest Instructor Manual

Power FLARM FTSC has prepared FLARM drills (or best practices) to help maximize the effectiveness of the device which have been posted on the web site and are included in the “Dealing with Emergencies” presentation given to most of the clubs now. I am still receiving queries about Power FLARM and many pilots are unaware of the “Drills” document. There has been some discussions about FLARM vs transponders. FTSC endorses the use of both for specific purposes. Transponders are appropriate for controlled airspace use or where there is a higher potential for conflicts with commercial aviation. FLARM is appropriate for all glider to glider interactions and avoidance of aircraft with transponders in situations where the transponders would be interrogated by ATC. In the USA, the FAA

Badge & badge leg statistics, 2007–2016

	07	08	09	10	11	12	13	14	15	16	5 yr avg	% of avg
1000 km	0	1	0	1	1	0	1	0	0	0	0.2	-
750 km	2	1	0	2	1	0	0	0	1	0	0.2	-
Diamond	1	0	0	1	0	0	1	0	2	5	1.6	313
Gold	2	3	4	2	2	3	2	3	1	2	2.2	91
Silver	16	9	10	9	11	9	7	13	9	7	9.0	78
C Badges	27	21	23	19	27	38	17	20	20	15	22	68
Badge legs	90	40	55	58	36	58	42	54	49	47	50	94

47 badge legs – 13 Diamond, 7 Gold, 27 Silver

continues to maintain the glider exemption for transponders as has Canada. TC has announced that the 1202 transponder code will be unique for gliders in Canada similar to the USA.

Contest safety This year's nationals and provincials were conducted without any reports of safety issues arising. David Donaldson worked with York Soaring Association to help them identify any risk factors that could be addressed.

Dealing with emergencies seminars FTSC has received mixed results from clubs who have received the seminar. It spans from a lot of interest and finding the air exercises eye opening, to yes that presentation was good, but no I am not interested in any flying exercises! We have been able to give the seminar to clubs when we assist with instructor courses! Elements of the seminar can be used for spring checkout, particularly for pilots who feel that it is an insurance formality and they don't benefit. During the seminar flying portion, the challenge areas observed are:

- landings not held off (especially in nose gear aircraft and using too much air brake at slower airspeeds),
- not able to easily recovery from spin, improper crabbing technique by pushing rudder only and skidding the glider and being surprised that the glider does not travel where nose is pointed,
- unable to gentle sideslip near the ground to move their position laterally and,
- most cannot make a final approach without full air brakes as they are in the habit of turning to base leg too close.

In addition, many have difficulty differentiating between spin and spiral if the entry is novel. Spin is stalled flight spiral is not! We believe this seminar is beneficial and it is on the SAC website safety and training section.

Personnel changes Jo Lanoë joins us replacing Gabriel Duford in the Eastern Zone. Jo has been SO at CVVQ for five years and is a past SAC board member. He also translated the third edition of *Advanced Soaring Made Easy* to French for the author.

Dr. Jason Acker has joined the FTSC to represent the Alberta Zone. Jason is CFI of ESC, a co-director of the annual Western Canada Junior Development Camp, completed his Class I rating and also ran a SAC instructor course for ESC over the summer on the weekends which FTSC was invited to audit for him. George Domaradzki, RVSS CFI, replaces Sylvain Bourque as SAC Board Liaison.

SAC Safety Officer initiatives David Donaldson has conducted a "beta" GLGC/SAC ground school in a webinar format and has made changes that he plans to validate in 2017. He also ran well-received safety seminars at SOSA, GLGC and the SSA Convention, provided Nationals contest assistance to York, and conducted a safety survey for future SO discussion group online.

OSTIV TSP There was no OSTIV TSP meeting this year. However, a new TSP member from NZ, Gerrard Robertson, has been conducting a worldwide survey on simulator use in gliding

with help from the panel. He was to give a paper at the OSTIV Congress at the Worlds in Australia early in 2017. It is planned to publish this in *Technical Soaring*, hopefully later in 2017. Basic conclusions are that simulators are an effective tool for many training and safety purposes, for more advanced cross-country and contest flying, therefore they are worth the effort.

National Safety Program status This is a performance measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of annual Safety Reports (currently 85%), Club hazard/risk analysis (currently 50%), Safety Audits (currently 30%), and Safety program manuals (25%). Noted is less participation than last year for safety reports (100%), but all reports had not been received at time of writing!

FTSC future work The FTSC hopes to assist clubs in the next year with development of club safety program manuals. We are also planning to discuss the viability of centralized instructor training in the east and west at a non-club site. This would allow a fixed planning date and location for courses each gliding season. Clubs sending candidates would have to provide a training aircraft and assistant instructors. Clubs having preferences either way should make them known to your FTSC zone representative.

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

FREE FLIGHT –Doug Scott

The 2015/4 issue was the first that Bill and I collaborated on. To refresh your memories, Tony Burton and Ursula Wiese retired after many years as the team who produced our national soaring magazine, and I figured that I could handle the gathering of stories and the editing, but I needed help with the layout program and photo editing, so Bill Cole picked up that side of the job. Without him, the magazine would be about as exciting to look at as a church bulletin or one of those ads on a supermarket notice board. Tony has continued to give us some help and guidance. We are also working in collaboration with the SAC Web Editor, who can post on Social Media stories of a more urgent or timely nature.

I have fewer international contacts than Tony, and I have frequently been short of material to fill an issue, but gradually more Canadians are sending in their stories. I routinely get safety-related things from Dave Donaldson and Dan Cook, and I have been very fortunate to have some great stories about cross-country flying, either at contests or badge/record attempts. Most of the contributors have an interesting style that is far from a "dry" re-telling of "I looked around for a good thermal, put on 43 degrees of bank at 47 knots, and used a bit of inside rudder." They seem to have a way of putting the reader

right with them, on the ground, doing the prep, waiting eagerly with sweaty palms on the flight line, making dozens of choices in the course of the flight, and we can almost feel that we are in the glider along with them as they either have the home field come into sight, or else realise that they and their crew are going to be late for dinner.

What I would like to see are stories other than cross-country adventures, perhaps someone's experience at being new to the sport, periodic reports from clubs or SAC zone directors, commentaries on the success or failure of certain programs which may help guide other clubs in their decision making as well as keeping us all informed about what is going on. Tony said the following before, and it is worth repeating:

"Thanks to all the photographers and authors who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content. By the way, don't forget that the on-line .pdf issue of free flight is all colour.

*And 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). Make use of the 86,500 word "searchable" index on the webpage (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."*

All clubs and committees should send changes to your address, phone number, e-mail, or contact person to both Doug Scott and the SAC office, individual members wishing to change their subscription address should only e-mail the SAC office.

INSURANCE – Keith Hay

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

Why do we have a SAC Insurance Plan?

SAC does not provide insurance itself. The SAC plan is currently underwritten by Canadian Aviation Insurance Group (CAIG) and administered through our broker, Jones Brown. While we have dealt with other brokers in the past, both Jones Brown and CAIG have provided SAC with consistently high quality service over the years. Collectively, they represent many years of experience in aviation insurance, particularly with Canadian soaring. We have always had excellent claims service, with claims being settled fairly and promptly.

The goal of a group insurance plan such as SAC offers is to offer stable, reasonable rates to the group as a whole, while providing the best possible coverage to the group. This may not always offer the lowest possible rate to any one individual, but often the real difference is relatively minor, particularly when considered against the broad coverage available to the extended group and not just an individual's risk.

Over the years, the plan has evolved and responded to provide a full aviation umbrella to everyone involved in SAC, be they clubs, associated commercial operators, glider pilots, students, club executive, instructors, towpilots, wing runners and SAC club members. Coverage is also automatically extended to other FAI-affiliated (SSA, BGA, etc.) members who visit to fly SAC insured gliders and towplanes. All SAC clubs, members and their visitors benefit from the consistent reliable coverage being available to them. It is a policy that provides coverage tailored to soaring pilots and clubs in Canada.

The SAC group insurance plan has provided full, competitive coverage to all SAC clubs and private owners, regardless of experience and location, for over 25 years. During some of those years we had extremely high claims, but our insurance company worked with us to try and hold premium changes to a reasonable level and did not leave the soaring community stranded, as some other underwriters have in the past.

As a collective group, SAC has been able to ensure that insurance has always been available at reasonable rates to all clubs and individuals participating in Canadian soaring.

Some of the benefits of the SAC plan:

- 1 A true group plan, with SAC holding the master insurance policy that provides coverage for all clubs, private owners, and individual members. Our rates are based on our experience as a group, and are set regardless of individual experience level or history. The SAC plan supports soaring in Canada with a unique all-risks policy that covers not only the owner, but all those participating in soaring flight operations.
- 2 Options for aircraft coverage:
 - a. Combined aircraft Hull and Liability insurance
 - b. Aircraft Liability-only insurance
 - c. Optional trailer coverage
- 3 Club premises liability coverage for clubs.
- 4 Winch operations coverage.
- 5 Specific additional liability coverage for SAC instructors.
- 6 Premium credits for clubs and owners with no claims.
- 7 Premium discounts for FLARM installation and use.
- 8 No limitations or notifications usually required for contest participation.
- 9 Support by the underwriter (CAIG) for SAC safety and training programs by the Flight Training and Safety Committee (FTSC).
- 10 Consistently reliable, prompt claims settlement and service.
- 11 Full legal representation for liability claims.

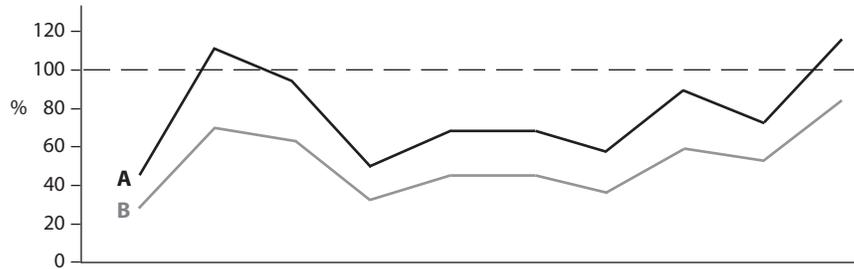
2016 in review

Unfortunately, as can be seen in the claims chart, 2016 saw a spike in our hull claims value, primarily due to a couple of higher value claims, even though we are trending towards having fewer claims over the years. This partially reflects the trend towards higher value aircraft as clubs and individuals upgrade.

While this meant that for 2016 the insurance policy paid out

SAC INSURANCE 10-YEAR HISTORY, 2007 – 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Insured Clubs	29	23	24	25	23	25	24	25	25	26
Hull Loss ratio (%) A	42	110	96	47	66	66	59	90	70	118
Total loss ratio (%) B	27	68	63	30	43	44	36	60	49	83
No claim bonus paid (\$)	8400	6586	5140	6887	8191	12758	10497	10667	3492	3011
FLARM discounts (\$)							8844	10504	12767	13949
FLARMS							86	113	114	155
FLARM % of fleet							34	44	54	61



more in claims that it collected in premiums, it has still allowed us to continue on a long-term downward trend over the life of the SAC plan. While the loss ratio is a prime determinant of the plan's premium rates, our underwriters look at the long term trends as well as the short term results. The more attention we pay to our individual and collective club safety efforts and operations, the more we are able to help aid our ongoing premium rates and insurability as a group

“No Claims” credit Through the SAC Insurance Group Plan, we continue to credit those private owners and clubs with a 3 year Claims-free record with a “No Claim Credit” at their renewal. This recognizes those keeping safety foremost in their flying practices.

FLARM credit As of the beginning of the 2016 season, FLARM equipped aircraft had increased from 1/3 to almost 2/3 of the aircraft in the SAC Group Plan. We expect the portion of the total fleet with FLARM installed to continue to increase. Several clubs have now equipped their full club fleet with FLARMS and an increasing number of private owners are also completing their FLARM installations.

Our underwriter, CAIG, continues to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider. The discount is available to all gliders and towplanes insured in the plan with an installed or designated unit at annual renewal. CAIG continues to recognize the initiative of the soaring community to proactively work towards our own and others’ safety in the air.

SAC membership Your SAC membership “validates” your insurance coverage, so please ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create difficulties in quickly handling a claim.

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

2017 renewals

As I write this report, we are in the process of negotiating the plan renewal with the underwriting companies. Our usual process, through our broker Jones Brown, is to request interest and quotes from insurance underwriters. Once the submissions have been reviewed and final rates have been negotiated, we finalize any changes for the 2017 plan.

The 2017 policy year will run from 31 March 2017 to 31 March 2018. As usual, coverage will be automatically extended through April 30, 2017 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via email.

Club renewal packages will be emailed to each club insurance contact as soon as available in mid-March. Private owner renewal notices will be sent out via email as well. It is important to be sure to let us know if you have changed your email address.

If you have not received your renewal notice by APRIL 2, please contact me at insurance@sac.ca.

OPTIONAL coverage available for clubs

There are two coverages that could be important to club operations. While each club will have different needs, it is important to point the availability of these options.

Fuel tank spill coverage Most property insurance, including the SAC liability policy for our club premises, specifically excludes environmental damages. Clubs will once again this year be offered the opportunity for separate coverage for fuel tank environmental liability. The premium will depend on specific club situations (tank types, number of tanks, tank location, surrounding environment) and so requires a separate questionnaire.

It covers on-site and off-site cleanup, and third party liability (bodily injury and property damage) for pollution conditions resulting from the insured storage tank systems. A \$1,000,000 limit for third party pollution and limited first party clean-up will cost between \$1,500 and \$2,500 depending on your storage tank protection and volume.

Proper fuel storage and physical environmental protection is important. Depending on the club's location and the volume of fuel, a relatively minor fuel spill can easily result in a \$300,000 or more clean-up bill. In some cases, there are government regulations specifying minimum standards for any "new" fuel storage facility. While existing fuel storage may not currently require upgrading, this could change as concern over environmental protection increases.

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

- Does your club have procedures in place should a fuel spill occur? Are they written down? Where are they kept? 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, etc)?
- 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?

Director's & Officer's Liability (Management Liability)

Coverage for your Board of Directors, including directors and officers of the club in the execution of their duties and

obligations. A \$2,000,000 limit can cost in the range of \$1300-\$1800 per year, with the exact premium dependent on a club's specific operations, so a separate application is required.

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

Here's hoping a fun, challenging and safe year of flying for everyone in 2017.

RECORDS – Roger Hildesheim

2016 was a relatively quiet with only one new record, by Jerzy Szemplinski, a 500 km speed triangle at 113.9 km/h in Open class, flown in his ASG-29 C-GLEK from SOSA with turnpoints at Priceville, Highgate a/p, and Hagersville.

In 2016 we received clarification from the FAI on whether pilots could claim multiple speed records for a single flight. The 2013 release of the FAI Sporting Code was supposed to include wording that would allow pilots to claim multiple (shorter distance) speed records for a given distance flight. However, the actual wording of the 2013 Sporting code was still unclear as to whether these multiple speed claims would be allowed. After seeking clarification with the FAI we now have concurrence that multiple speed claims can be made as of the Oct 1/2013 Sporting Code release. With this updated guidance from the FAI, the speed records claimed by Chris Gough and Bruce Friesen in 2015 were then applied to their shorter distance speed records as well.

Congratulations to everyone who has submitted claims in 2016. Best wishes for a safe and fun 2017 flying season.

SPORTING – Jörg Stieber & Chris Gough

International Gliding Commission and Sporting Code

I attended the IGC Plenary Meeting on February 26/27, 2016 in Luxembourg. FAI President Dr. John Grubbström was present at the meeting. He highlighted as an issue that there are sometimes inconsistencies between the competition rules of the various airsports and the FAI framework of rules. This has already resulted in a law suit. He reminded the IGC executive to ensure that IGC rules are consistent with FAI rules. At the same time, Dr. Grubbström complimented the IGC as one of the best organized airsports commissions in the FAI. He also announced that he would be stepping down as president this year and bid the IGC delegates farewell.

In respect to the major revision of the Sporting Code (SC3) which was largely approved during the previous Plenary meeting, there were a number of editorial changes and clean-

up items. One significant clarification was published after the meeting: A speed record in a certain category trickles down to all smaller distances in the same category if it exceeds established records for these smaller distances. For example, the speed achieved over a 500 km FAI Triangle can also be applied for 300 km and 100 km FAI Triangles. However, speed achieved over a 750 km FAI Triangle cannot be applied to 500 km and smaller FAI Triangles because the geometry of 750 km and larger FAI Triangles differs from that of 500 km and smaller FAI Triangles (25% vs 28%).

The minutes of the meeting and other documents such as the financial report can be downloaded from the FAI-IGC website at <http://www.fai.org/igc-documents>

I am planning to attend the upcoming ICG Plenary meeting in Budapest on March 3 & 4 to present Canada's bid to host the 2019 Pan-American Championships (details see below). A detailed agenda for the upcoming meeting is posted at the documents section of the FAI-IGC website.

Bid – 2019 PanAmerican Gliding Championship

The PanAmerican Gliding Championship is held every 2 years. The location alternates between North and South America. After a successful launch in 2015 in Athens, TN, the upcoming second PAGC will be held in Argentina in November 2017.

There was enough support from clubs and individuals in SW Ontario to justify to submit a bid to host the 3rd PAGC in 2019 in SW Ontario either at SOSA, YSA or at the municipal airport in Brantford. The bid calls for two classes, 18m and an expanded Club Class. The maximum number of competitors will be capped at 45. I will present the bid at the upcoming IGC Plenary where it will be voted on. There is no competing bid, so I expect our bid will be accepted.

2nd PanAmerican Gliding Championships – Argentina

The competition will be held in Santa Rosa de Conlara, 26 November to 8 December, 2017. There will be two single type classes, an ASW-20 Class and a Jantar Class. According to the organizers, there are sufficient gliders of these types available for rent.

2016 Canadian Nationals The 2016 Canadian Nationals were hosted by York Soaring Association at Arthur, ON. Patrick McMahon and his team did a great job organizing the contest and most importantly brought us some of the best weather we have ever seen at a Canadian Nationals. Twenty-eight pilots were divided between two handicapped classes; FAI and Club. Seven days out of a possible ten were flown.

All tasks were AATs with minimum times between 2.5 and 4 hours. The FAI class winning speeds were above 100 km/h each day peaking with 127 km/h by Jerzy Szemplinski on Day 6. The best speed in Club class was flown by Krzysztof Wiercioch in his Jantar, an impressive 94.95 km/h over 4 hours on Day 5. The top three pilots in Club class were under the age of 32. Hopefully this means Canada has a bright future in competition soaring in the coming years. The top five pilots in each class were:

FAI Class

1	Jerzy Szemplinski	XG	ASG-29	6582 pts	100%
2	Dave Springford	F1	ASG-29	6536 pts	99.3%
3	Sergei Morozov	MS	ASG-29	6361 pts	96.6%
4	Christopher Gough	44	LS-8-18	6040 pts	91.8%
5	Joerg Stieber	JS	LS-8-15	5998 pts	91.1%

Club Class

1	Krzysztof Wiercioch	MF	Jantar	6624 pts	100%
2	Tom Butts	J3	ASW-20	6244 pts	94.3%
3	Emmanuel Cadieux	PE	ASW-20B	6091 pts	92.0%
4	Marian Nowak	N1	Egret	6076 pts	91.7%
5	David Cole	AF1	SZD-55-1	5958 pts	90.0%

Seeding List The SAC seeding list has been updated on the SAC website with the 2016 Canadian Nationals, US Open, 18m, 15m, Std and Sports Class Nationals as well as the 2017 Benalla Worlds. Note that you must have flown a Canadian Nationals in the scoring period (last 3 years) to be eligible for the seeding list. The 2016 list seeds the Canadian Team for the 2nd Pan-American Gliding Contest at Santa Rosa de Conlara, Argentina 26 Nov to 08 Dec 2017.

Pilots above 85 scoring pts:

Group A	1	Jerzy Szemplinski	102.00 pts
	2	Dave Springford	100.96 pts
	3	Sergei Morozov	97.40 pts
	4	Joerg Stieber	93.29 pts
	5	Chris Gough	91.92 pts
	6	Luke Szczepaniak	89.61 pts
Group B	1	Krzysztof Wiercioch	98.78 pts
	2	Emmanuel Cadieux	93.41 pts
	3	David Cole	89.84 pts
	4	Bill Cole	87.93 pts
	5	Tom Butts	87.38 pts
	6	Robert Zachemski	85.28 pts

Ontario Provincials, Toronto Soaring The Ontario Provincials were held at Toronto Soaring over the Labor Day weekend. 17 pilots competed in one handicapped class. Consistent weather provided flyable but blue conditions for all three possible contest days. This proved to be a challenge but also an opportunity for the pilots to improve their skills to find lift in the blue. In some ways it was a good primer for the Worlds four months later.

Winners:

1	Dave Springford	F1	ASG-29/18	2661 pts	100.0%
2	Luke Szczepaniak	2W	ASW-27	2546 pts	95.7%
3	Krzysztof Wiercioch	MF	Jantar	2522 pts	94.8%

Canadian Participation in US Competitions 18m Nationals, Lancaster, SC

A number of Canadian pilots competed quite successfully in the field of 26 competitors. Jerzy Szemplinski won the 18m Nationals for the second time in a row – congratulations!

1	Jerzy Szemplinski	XG	ASG-29/18	4150 pts	100.0%
4	Dave Springford	F1	ASG-29/18	3952 pts	95.2%
9	Sergei Morozov	MS	ASG-29/18	3676 pts	88.6%
23	Nick Bonnière	ST	LAK-17B	2754 pts	66.4%

Open, 15m and Std Class Nationals, Nephi, UT

Open Class

8 Mike Thompson M1 ASG-29/18 4737 pts 89.2%

15m Class

23 Dave Springford F1 ASG29-15 3424 pts 63.7%

Std Class

5 Joerg Stieber JS LS8-15 4741 pts 91.97%

1st Sailplane Grand Prix USA, Ionia, MI

Five Canadian pilots competed in a field of 16 competitors in this first Sailplane Grand Prix in North America. Jerzy Szemplinski won the Grand Prix by a large margin and was subsequently invited to compete in the Grand Prix World Series in South Africa. Unfortunately, he had to decline due to time and financial constraints as he was preparing to compete in the 34th World Gliding Championships.

1	Jerzy Szemplinski	XG	ASG-29/15	33 pts
3	Sergei Morozov	MS	ASG-29/15	19 pts
6	Krzysz Wiercioch	2W	ASW-27	13 pts
12	Nick Bonnière	ST	LAK-17B	1 pts
13	Emmanuel Cadieux	PE	ASW-20	0 pts

34th World Gliding Championships, Australia

The 34th WGC in Open, 18m and 15m Classes were held in Benalla, Australia 8–22 January, including opening and closing ceremonies, allowing for a maximum of 12 possible competition days plus one rest day. 115 pilots from 23 nations competed for World titles in Open, 18m and 15m Classes.

We were able to enter two pilots in 15m Class and two in 18m Class. This was the first Worlds and a new experience for Luke Szczepaniak and Sergei Morozov, our 15m pilots. Our 18m pilots, Dave Springford and Jerzy Szemplinski, brought the ex-perience of four previous world championships in Europe and USA to the table. In total, we were a Team of ten, four pilots, five crew and myself as Team Captain. As a team, we were probably unmatched in our ability to speak six languages.

Three of our gliders, including one trailer, were shipped to Australia in a 40 foot container. The design and fabrication of the fixtures to firmly secure wings and fuselages in the container was very time consuming. A fourth glider including trailer was made available to the Team on an exchange basis by an Australian pilot.

Pilots and crews arrived in late December which gave everyone sufficient time to get acclimatized and allowed our pilots to get used to task area and weather conditions. By the time the contest started, we were well rested and in competition mode. Half the team stayed in a local motel, the other half in a rented house which proved to be a great deal and served as "Canada Base" when the pilots were on task.

Due to a very wet spring in the task area, soaring conditions were not what one would expect for Australia. Relatively cool weather (low 30s) with blue conditions prevailed with convection starting between 12 and 1 pm and thermal tops reaching 4000 to 6000 feet during the peak hours of the day. Bands of clouds extending from tropical disturbances over

Australia's NW coast across the entire continent into the task area added to the challenges on some days. One notable exception was January 17 with classic Australian conditions, over 40C on the ground and cu bases above 10,000 ft. Open Class flew a 750 km assigned task that day which the winner completed with a speed over 161 km/h. In 18m Class, distances over 700 km were flown at speeds in excess of 140 km/h.

The competition was marred by two mid-air collisions on two consecutive days. The first collision was fairly benign with both competitors returning safely at Benalla. The gliders could be flown the next day. The second collision disabled both planes with the pilots having to bail out. Fortunately, there were no serious injuries but both pilots were injured when their chutes came down hard in very windy conditions.

The organizers responded to that by setting longer tasks to reduce start gate gagging and by keeping the classes well separated. Tasks were typically set to the west and north of Benalla. Pilots reported that conditions usually improved north of the Murray River which is the border between New South Wales and Victoria.

In 18m Class, Dave (4D) was off to a great start with a second place on day 1. He stayed within the top ten (out of 43) for the first half of the competition. To put it in perspective, in the top ten, one flies among current and former world champions. In the second half of the competition Dave slipped a bit to finish in 16th place. After a slow start on Day 1, Jerzy moved steadily up the score sheet to finish in 14th place.

In 15m Class, both Luke and Sergei initially placed around 30th of 37, as is to be expected for a first Worlds. Luke eventually became frustrated with the extreme gaggle flying and started to head out into the blue on his own. After landing out, Sergei eventually found his groove and moved up the score sheet, finishing in 24th place. After the last day his comment was: "the contest was over too early!"

European pilots, British, French, Polish and German dominated the podium with the notable exception of Japanese pilot Makoto Ichikawa who was going into the last day leading in 15m Class but had to settle for Silver behind Sebastian Kawa.

Our 18m pilots placed higher than any US pilot in any class. In fact, there was only one non-European pilot, Peter Temple from Australia, who placed ahead of them.

Open Class:

1	Russel Cheetham, UK	JS1c	6562 pts
2	Michael Sommer, GER	EB29R	6549 pts
3	Andrew Davis, UK	JS1c	6520 pts

18m Class:

1	Killian Walbrou, France	JS1	6607 pts
2	Mario Kiessling, GER	Ventus 3T	6514 pts
3	Mike Young, UK	ASG-29E	6480 pts
14	Jerzy Szemplinski	ASG-29	6116 pts 92.6%
16	Dave Springford	ASG2-9E	6103 pts 92.4%

15m Class:

1	Sebastian Kawa, POL	Diana 2	5417 pts	
2	Makoto Ichikawa, JAP	Ventus 2a	5281 pts	
3	Lukasz Grabowski	Diana 2	5222 pts	
24	Sergei Morozov	ASG-29	4201 pts	77.6%
33	Luke Szczepaniak	ASW-27b	3659 pts	67.5%

In the Team Score, Canada placed 11 out of 23.

For complete scores and other details check the official Worlds website: <<http://wgc2017.com/>> Also take a look at the Team Canada blog: <<http://teamcanadawgc.blogspot.com>>

Competition Hosting Grants The SAC grants given to clubs hosting competitions are proving to be a great motivator. The following grants were awarded in 2016:

<i>Nationals</i>	York Soaring Assoc. Arthur, ON	\$4000
<i>Ontario Provincials</i>	Toronto Soaring, ON	\$1000
<i>Mayfly</i>	Gatineau Gliding Club, ON	\$1000
<i>Alberta Provincials</i>	CAGC, Netook, AB	\$1000

OLC Canada 2016 The 2016 OLC season ended 19 September. Even though participation in the OLC has matured, the 4 year trend line still shows a steady increase in all tracked indicators. The numbers for 2016 are excellent in terms of total flights and total distance scored in Canada, as well as distance scored by a club. This is probably a reflection of the excellent gliding conditions enjoyed by pilots in Ontario and Quebec. Note: The club score also includes flights scored by club members outside Canada.

<i>Flights scored in Canada in last 4 years</i>	2013	2014	2015	2016
<i>Number of participants</i>	265	292	320	329
<i>Total flights in Canada</i>	2554	2680	2769	3465
<i>Total km in Canada</i>	423,948	436,200	439,674	615,218
<i>Highest km by a pilot</i> (Trevor Florence – 131 flts)	17,559	17,748	20,431	22,781
<i>Highest km scored by a club</i> (SOSA)	49,844	89,054	84,446	115,867

Best flights of a member of a Canadian club:

OLC – Canada:

Jerzy Szemplinski; ASG-29/18; Rockton, ON (SOSA);
4 July, 2016; 810.2 km; 849.6 pts
Jerzy's flight was also the best flight by a Canadian pilot in the OLC North America.

OLC – Worldwide:

Thomas Stieber; Arcus E, Bitterwasser, Namibia;
4 December, 2015; 1105.2 km; 1238.7 pts.

OLC Canada Champions (6 best flights):

1	Trevor Florence , Canadian Rockies Soaring	4118.0 pts
2	Luke Szczepaniak , SOSA	4108.2 pts
3	Jerzy Szemplinski , SOSA	4076.9 pts

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

OLC Canada Junior Champions (6 best flights):

1	Thomas Butts , SOSA	3211.8 pts
2	Robert Zachemski , SOSA	2668.4 pts
3	Timothy Belchior , Canadian Rockies	2041.2 pts

SAFETY – David Donaldson

Last year SAC started a three-year Safety Grant Program which was designed to support clubs in their safety initiatives financially, but also to encourage clubs to follow SAC safety procedures. This involved submitting a safety report in the first year, a report and audit in the second year, and, for the third year the requirement is to submit a safety report as well as have a Safety Management Plan on file.

Safety reporting and auditing is a huge task, even for our smaller clubs, but the rewards are well worth the effort and we thank all those who have put in this extra effort. We are now into year two of this program and, with the requirements increasing, a couple of clubs have not submitted their safety report for this year which is disappointing.

For the 2016 season we had 9 accidents, 1 being fatal, and 154 incidents reported. This is across 24 clubs with a total of 986 members and 19,688 flights. If we look at this from a 10-year-average perspective, we are holding pretty consistent with 11.36 accidents and 0.73 fatalities per year. As with most trend data there is an ebb and flow to the stats. From 2011 to 2013 there were 5 fatalities, 7 fatalities if you include those aboard the Cessna involved in the mid-air collision with an S-10 motorglider. Those three years on their own have an average of 1.7 fatalities per year. While it is unrealistic to think we can achieve a perfect record, it is something that we should all be continually striving for.

Last year there were a similar number of incidents and accidents reported compared to 2015 as well as similar numbers of members and activity, though the analysis of category and type has changed. A high number of near-misses were reported as well as a high number of airspace and runway incursions. Rigging incidents appear to be reduced though we did have an elevator-not-connected incident reported again this year. Again, we were very lucky that this incident did not develop into a fatal accident.

Sadly, we did have a fatal accident late in the season as an ASG-29, returning from a four-hour flight, entered a spin during the turn from base to final in gusty conditions and did not recover in time. At this time, we await the final analysis from the Transport Safety Board (TSB). Once the report is finalized, the Flight Training & Safety Committee (FTSC) will provide feedback to the SAC community. All stall/spin turn-to-final accidents highlight the need for a well planned and well executed circuit. This is not a new story in gliding, or in general aviation, and requires our continued vigilance.

Shifting focus to incidents, the majority fall under the category of Airmanship (40%) with Maintenance (28%) in second. This underscores the need for continued training and a

community effort to watch out for each other, share stories, and support reflective learning (aka hangar flying). The number of maintenance issues is an indication of the aging fleet combined with the increased complexity of the systems installed in the fleet. Today, it is common to have more computing power aboard a glider than was sent to the moon, often with multiple GPS units. Very few of the maintenance issues were actually mechanical, battery failures and radio issues topped the list. The good news is that we are only seeing non-critical failures in this category. Even better is that none of these reported incidents developed into larger issues. Although there is always room for improvement in the airmanship category, there is a great deal of good airmanship being demonstrated on a daily basis.

One concerning theme I see in this year's data is the number of near misses and airspace incursions. The sky is becoming more crowded and, with the capability of modern gliders, we are more often having close calls. One club, who is situated in an airspace cut-out of one major centre with a busy arrival/departure corridor for a second major centre close by, has opted to equip their fleet with transponders. The FTSC supports this initiative as it will enable the heavy traffic they frequently encounter to see and avoid the gliders appropriately. This will also help to raise awareness of the capability of gliders as controllers and aircraft equipped with Traffic and Collision Avoidance Systems (TCAS) will see gliders they would otherwise pass by unaware. This is more the exception than the rule in the world of gliding, but we need to be cognisant of how we can best coexist in crowded airspace and it is great to see a proactive step to enhance safety. Speaking of transponders, Transport Canada (TC) just announced a glider code for transponders: 1202.

FLARM is a wonderful technology but not a replacement for good look-out. When encountering high speed traffic FLARM is not the best technology. With the very high closure rates of an approaching heavy, the [FLARM] alarm usually does not sound until it is too late.

Another theme I want to mention is the actions of visitors. We all strive to make our fields as inviting and welcoming as possible. At the same time, we need to ensure that those visitors are kept out of harm's way. Remember that visitors often do not realize the consequences of their actions. One incident resulted in a low release when the pilot asked the guest to "flick a switch" to silence the vario. This miscommunication resulted in the guest pulling the release at about 150 ft agl. Again, good airmanship kicked in to prevent this from developing into an accident. An instructor once told me, *"We use our superior judgment to avoid needing to use our superior skill."* This is a lifelong pursuit: a philosophy that is balanced between maintaining those superior skills to enable us to get out of the situation while always trying to avoid the situation in the first place.

Take-off and landing continue to be our most challenging areas, this is where the majority of problems are occurring: 78% of accidents and 43% of incidents. If we include Runway Incursion (4%) and Airspace Incursion (12%) incidents, we are

really looking at 59% of incidents occurring during take-off and landing.

Again, precision is required for safe operation of an aircraft, especially near the ground. There is a great *YouTube* that talks about how to avoid the low altitude stall and although it is produced for power pilots, there are good lessons there for glider pilots. Search: Margins of Safety: Avoiding Traffic Pattern Stalls.

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

- A momentary lapse can result in disastrous results. Whether that is allowing the conditions for a stall to develop or a miscommunication with a passenger, small things make all the difference.
- Working with aging equipment that is increasing in complexity will result in more systems failures. We need to ensure that our airmanship is up to dealing with the situation.
- There is lots of heavy (and light) metal out there, keep an eye and [electronic] ear open.
- Perfection is a goal we should all work towards while remaining humble that we are not perfect. Discuss your "misses", share your stories and keep an eye out for your fellow pilot.

Process is good, culture is better. We have some great procedures in place, be careful that they are lived. Simply saying, "Canopy closed and locked," does not make it so. We had a number of canopies open in flight. Fortunately, again, good airmanship kicked in to save the day. Always keep top of mind why we are doing the things that we do.

As it says in the Aviation Safety Letter, *"Learn from the mistakes of others; You'll not live long enough to make them all yourself..."* Through open and honest communication, we can alert to a chain of events developing and therefore correct them before they develop too far. As Col. Hadfield said in my interview with him, "People should recognize that there is a personal and a public trust that goes along with getting a licence. A licence is not permission to do whatever you want. A licence comes with an earned set of responsibilities." We are responsible to ourselves, each other, and the public. Consider the next time you are sharing that story in the hangar (or better yet, in the annual safety report) you are potentially saving a life.

Fly Safely

Note from the Flight Training & Safety Committee

The following is a compilation of all the reported accidents from all glider clubs across Canada. The reports have been edited for brevity and to remove any identifiers as the intent of this report is to provide a learning opportunity for the reader, not assign blame or fault.

The comments in italics are observations by the FTSC offering potential ways to help prevent similar events in the future. All of these observations and conclusions are based on the

information available at the time of writing and though they might not perfectly match the reported incident, they never the less can be applied in future situations to mitigate the probability and severity of future potential incidents.

Please feel free to contact the National Safety Officer or any member of the FTSC for more information.

ACCIDENT LIST

- 1 Experienced pilot in a ASG-29/18m lost control of the glider during the turn from base to final at his home field. The flight was over 4 hours in length in turbulent conditions. Flight data recovered from the FLARM and tablet shows the speed was low starting at the end of the downwind and did no increase.
- 2 Ka6-CR fuselage was dropped during ground handling and fell on its side causing a hole approximately 30x20cm. The trailer does not have a cradle and is rolled in and out on its main wheel. The wheel slipped the ramp while it was being returned to the trailer, a contributing factor was it was being handled by one person.
- 3 First flight in an ASW-19, the aircraft entered into a PIO on take-off, the pilot elected to abort the take-off. The aircraft bounced several times on the runway before the tow rope was released. There was damage to the nose and tail as well as collapsing the main undercarriage.
- 4 ASW-20 landed in trees. The glider is a total loss, pilot not injured.
- 5 Club member injured in a ground handling accident. He was taken to the emergency room at the hospital, treated and released.
- 6 On final approach, DG-300 started a side-slip at about 100 feet with full spoiler. The slip unexpectedly became more aggressive than intended. The pilot was not able to perform a flare. The glider sustained significant damage in the resulting hard landing.
- 7 L33 hard landing in gusty conditions, about 5 ft agl the glider pitched nose down and accelerated, landing hard on the runway slightly nose down on the main gear, quickly followed by the tail wheel, bounced three times down the runway (mainwheel first followed by tail wheel) before coming to a stop. The fuselage suffered multiple wrinkles down the tail boom.
- 8 Gear was not retracted after take off. Gear was retracted after joining downwind resulting in a gear-up landing on a paved runway. Minor damage to the underside of fuselage.
- 9 Off-field landing in a corn field. One gear door, both wing wheels and the tail wheel damaged. The fuselage and wings were undamaged.

INCIDENT LIST

- 1 Glider newly replaced rudder cable "let go" before take-off.
- 2 Glider landing at "the ridge" under gusty conditions, bounced several times causing the canopy to release.
- 3 Numerous airspace incursions observed including aircraft well below circuit height without radio calls.

- 4 Glider observed thermaling in the circuit below 1000 feet.
- 5 Student pilot on examination flight returns to the field in heavy rain, misjudges approach and clips the corn crop at the end of the runway.
- 6 Couple of instances of corn being "harvested" by landing gliders.
- 7 Safety Officer accidentally deleted his list of incidents off his cell phone.
- 8 Glider stays in the air, maintains flight despite radio malfunction and no radio contact.
- 9 Towing of a glider initiated simultaneously to another glider landing.
- 10 Near-miss with a C-172 ascending, at 5000 feet.
- 11 A two-seater with an instructor aboard takes off with air brakes open.
- 12 Glider 600 feet above residential area.
- 13 Glider attempts to thermal after announcing landing circuit.
- 14 Safety belts on rear seat of towplane left loose.
- 15 Airbrakes closed but not locked.
- 16 Full power applied on tow plane while 10 ft rope slack still remaining.
- 17 A member's guest drinking a beer on runway near a glider about to take off.
- 18 Use of wrong (too strong) weak link to tow a glider.
- 19 Conflict during towing, a CL-315 at 3000 feet, reported he would maintain over 3500 feet.
- 20 Pilot takes a passenger at wave camp without being checked at the site.
- 21 Operations started with no radio.
- 22 A water bottle blocks airbrake handle in open position while in short final.
- 23 Near-miss with an helicopter at 3500" at wave camp, not aware of our operations that day.
- 24 A pair of pliers left under rear seat after reassembling glider.
- 25 A damaged battery removed from glider and caught fire (toxic fumes).
- 26 Glider canopy opening during flight.
- 27 Glider inadvertent low altitude spin entry – simulated rope break exercise.
- 28 Glider hard landing, wind shear.
- 29 Glider ground towed into sinkhole.
- 30 Gear up landing. Aircraft observed flying with wheel down until entering the circuit. The aircraft was not equipped with a landing gear warning device.
- 31 Gear up landing. First flight in the type by pilot that had both a retractable landing gear and only flaps (no spoilers) for glide path control. The aircraft was not equipped with a landing gear warning device.
- 32 A pilot entered circuit directly on base, he reported being confused by his PNA saying that he was still local, but opted to return to the field due to excessive sink.
- 33 Uncommanded tow release at the towplane during the first launch of the day at about 75 feet, towplane's hook release cable was incorrectly routed around a bracket on the tail wheel spring.
- 34 During take-off roll glider's tail wheel entered a rut causing the rudder to hit the ground and the top hinge of the rudder to pop out rendering it unusable. The tow was

- carried out up to 1500 ft. The pilot was able to land safely.
- 35 Tow rope tangled around the tail wheel of tow plane blocking the wheel from turning and preventing the release mechanism from working properly.
 - 36 Glider's wheel brake assembly failed causing the glider to slide on the nose for a few seconds.
 - 37 Pilot had to modify his approach pattern because of severe sink. Second pilot in the same situation about the same time had to pass between trees to make it to the runway. Further investigation revealed the sink during the pattern reached 1600 fpm. Operations were stopped and a pilot meeting was called to discuss the situation.
 - 38 A pilot landed downwind on the active runway.
 - 39 Many occurrences of gliders not quite making it to the threshold of runways.
 - 40 Dash 7 passed approximately 400 feet above glider.
 - 41 Glider ballast missing.
 - 42 Spider and dead bug found in ASI during pre-flight check.
 - 43 Two batteries connected to each other rather than charging station, fuse for one battery was 'blown'.
 - 44 Exhaust manifold became disconnected from the muffler of towplane during climb, glider waved off and towplane landed without further incident.
 - 45 Uncommanded release at about 150 feet; glider landed without further incident. The release was found to be worn and was replaced.
 - 46 Glider wingtip damaged when towed out of hangar.
 - 47 Glider being ground towed at a speed that required the wing runner to run.
 - 48 Turbine aircraft crossed 3-400 feet below glider, FLARM alarm sounded.
 - 49 Towplane entered controlled airspace without permission.
 - 50 Two glider pilots reported being in the class C airspace, an Airbus reported seeing a glider within 1 nm.
 - 51 Private glider flew through the corridor between Guelph and Toronto airspace above the 5500 foot MSL self-imposed club limit. A commercial jet reported a near miss with the glider through a CADORS.
 - 52 Glider air brake opening on tow.
 - 53 Clam shell lid of trailer closed on the trailing edge of wing. P1 acknowledged he did not have the knowledge to disassemble and stow the glider in its trailer safely.
 - 54 Near miss was reported between two gliders. The FLARMS in both gliders sounded.
 - 55 Glider was reassembled after a land out and was left in front of the hangar instead of being put away.
 - 56 Glider low and out of position for a normal landing. Pilot opted to enter angled in right hand downwind. Radio calls were not received as radio was set to wrong frequency. Landing was conducted safely but was in conflict with another glider coming in from a left hand downwind.
 - 57 Glider being ground towed by a golf cart started to cross active runway while a glider was on short final. Landing aircraft managed to avoid collision.
 - 58 Non-Paying Tenant (a mouse) discovered during first spring DI.
 - 59 Towplane experienced intermittent reduced power when towing two seat (heavy) glider. Aircraft sent for service several times before rectifying the problem. The carb was running too rich.
 - 60 Knot in the tow rope.
 - 61 Golf cart backed into wing of glider.
 - 62 Towplane sent to pick up a glider from an off-field landing on private airstrip. The rope hit a car during towplane's landing approach causing minor damage to the car.
 - 63 During ground handling, rope caught the port aileron causing the glider to rotate quickly hitting two people resulting in a minor head wound for one person.
 - 64 Battery came loose from cradle and interfered with rudder control. Landed safely.
 - 65 Towplane flaps not raised on landing. Subsequent take off conducted with flaps extended.
 - 66 Towplane cut off glider in the landing circuit and a second glider on the ground during rollout. Towplane on wrong frequency.
 - 67 Glider landed with excessive speed and floated the length of the runway.
 - 68 Student first flight in type, stalled on short final at 30 ft, after touchdown ground looped. Minor damage to left wing, and left wingtip.
 - 69 Spoilers opened on take-off. Towplane signaled, spoilers closed.
 - 70 Towplane on short final when unescorted intro (pedestrian) crossed runway; at 10 ft agl executed go around.
 - 71 Glider released on tow when not sure of clearing obstructions beyond the runway. Landed without incident in soy bean crop to the west of the runway. Initially rejected the Scout towplane (2 pilots aboard for a towing checkout) and high density altitude. Towpilots convinced glider pilot to proceed with tow.
 - 72 Towplane tail wheel main bolt sheared on landing.
 - 73 Glider canopy opened during flight.



- 74 Right wing dropped during take off roll, damage to right wing wheel.
- 75 Towplane waved glider off and turned left. Glider had not released pulling the towplane's tail up and the right. Towplane stalled, released and entered a spin. The towplane recovered from the spin and landed without further incident.
- 76 Descending Pawnee towplane returning to the field after release was in conflict with a Scout towplane towing a glider. Scout took evasive action to avoid a collision, then returned to normal tow position and completed the flight without further incident.
- 77 Towplane climbing on tow observed towplane descending. Established radio contact and confirmed radio call but did not alter course. Towplane towing took evasive action to avoid collision.
- 78 Towplane descending in the circuit and noticed towplane and glider climbing on a collision course. Altered course to avoid collision.
- 79 Towplane towing a glider observed towplane on collision course altered course (gently to not upset the glider) to avoid the collision.
- 80 Hard landing causing damage to the tail of glider.
- 81 During box-the-wake maneuver, towplane entered into an incipient spin. Towplane released the glider.
- 82 Winch moved during launch as it was no longer attached to the tractor normally used to tow winch into position.
- 83 Cessna 150 (towplane) wingtip contacted parked vehicle.
- 84 During first flight on type (flaps only, no spoilers) undershoot runway on landing resulting in being lower than normal crossing the road at the approach end of the runway.
- 85 Second flight on type, glider ground looped when wing tip touched crop during landing roll.
- 86 Visiting power plane departing glider port on collision course with glider. Glider took evasive action to avoid collision.
- 87 Glider flown with elevator not properly hooked up. The pilot was able to land safely.
- 88 Glider released early from aerotow, landed in shallow ditch along side of runway.
- 89 Two gliders approached head on, one glider took evasive action to avoid the collision.
- 90 A towplane on final performed an overshoot when a member attempted to cross the runway.
- 91 Canopy opened on take-off at about 100 feet). Canopy closed in flight.
- 92 Accidental release about 250 ft agl during introductory flight. P1 asked passenger to "flick switch" to silence vario on tow, passenger mistakenly pulled the release. The glider landed off field without further incident.
- 93 Glider landing overflew towplane and glider that were preparing to launch. The launch proceeded in spite of the runway not being clear.
- 94 Several minor incidents involving runway incursions, mostly guests arriving and driving across runway.
- 95 Frequent helicopter transits at circuit height. A poster posted at a number of locations at the fuel tank and lounge of the nearby airport.
- 96 Quad driving too fast.
- 97 Disabled golf cart left at middle of runway threshold.
- 98 Final without spoilers during high wind landing.
- 99 During winch reset, cable was strung down the runway while other gliders were landing causing them to land and roll over the cable.
- 100 Passenger walking towards glider that was taking up slack during winch launch.
- 101 Guest talking to wing walker returned to the picnic table, crossed in front of the glider taking up slack for winch launch. Glider pilot released and cable was reset.
- 102 No radio calls made to winch retrieve during reciprocal landings in low wind conditions.
- 103 Spoilers open on take-off. Spoilers closed and flight completed without further incident.
- 104 During a period of shifting winds, glider inadvertently landed downwind, weather-vented and spun 90 degrees as it came to a stop.
- 105 On tow, glider pilot tried to clear his ears on ascent by pinching his nose and blowing. The pilot experienced extreme dizziness and nausea. He released, flew an abbreviated circuit and landed past the end of the prepared runway surface.
- 106 Glider flew into mountainous area and safely landed out in hostile terrain.
- 107 Towplane did not follow standard procedures several times, turning right instead of left.
- 108 Glider took off with its canopy unlocked after a rushed departure in spite of a "canopy closed and locked" check by the wing runner. Canopy was closed in flight with no further incident.
- 109 Glider landed opposite direction to towplane and glider taking off.
- 110 Glider lost its canopy window slider in flight.
- 111 Glider and towplane conflict in circuit.
- 112 Glider approached over two gliders being towed to launch point, landed long to make hangar.
- 113 Towplane heavy tail wheel landing.
- 114 Towplane low circuit, overflew gliders at launch point.
- 115 Pilot's sleeve got caught on canopy witness wire.
- 116 Canopy of glider left open and unattended. Wind gust broke the hinge resulting in a broken canopy.
- 117 Weak link break at 2200 feet.
- 118 Glider battery failure.
- 119 Glider battery failure.
- 120 Glider battery failure on last flight.
- 121 Towplane crossed runway in front of landing glider.
- 122 Glider radio not receiving.
- 123 Glider shock needed NO2.
- 124 Glider ballooned on take off, instructor took over.
- 125 Tire in take-off path, left wing of glider narrowly missed it.
- 126 Glider put on flightline without DI.
- 127 Glider brake stuck during ground towing.
- 128 Glider emergency canopy release pulled when exiting after landing.
- 129 Glider push-to-talk switch stuck on.
- 130 Glider rudder pedal adjustment cable out of place.
- 131 Glider emergency canopy release pins found partially retracted during DI.
- 132 Glider no transmit from rear.

- 133 Glider canopy left unlocked for take-off noticed once off tow and locked.
- 134 Glider no transmit from rear.
- 135 Pilot pulled release on take-off roll for suspected rudder issue. No problem was found.
- 136 Glider canopy would not close in warm weather.
- 137 Glider fuse blown, battery cable found damaged causing short circuit.
- 138 Light piston aircraft overflew airfield at 1000-1500 feet just prior to operations.
- 139 Glider flat tail wheel on last flight of day.
- 140 Retrieve vehicle crossed runway while towplane landing forcing overshoot.
- 141 Glider battery failure.
- 142 Glider front wheel loose.
- 143 Glider rear push-to-talk switch unserviceable.
- 144 Glider safety pin for l'hotellier missing, battery & charger missing.
- 145 Glider battery and charger missing.
- 146 Glider rudder pedal adjustment cable issue.
- 147 Glider backseat transmit intermittent.
- 148 Glider backseat transmit intermittent.
- 149 Retrieve vehicle crossing active runway.
- 150 Glider radio unserviceable.
- 151 Towplane starting problems.
- 152 Weak link break during box the wake.
- 153 Glider radio unserviceable.
- 154 Documents fell under seat. Seat needed to be removed.

Not all clubs members and flight numbers at that time of writing. The missing numbers were estimated based last year's reported data and year of year trend data from the clubs that did report their numbers.

See the article on *Recall versus Reflection-Based Learning* by Dan Cook, FT&SC chair in the 2017/1 issue of *Free Flight*.

TROPHIES & AWARDS – Phil Stade

Canadair Trophy – best 6 flights of the year – pure glider

Trevor Florence – Canadian Rockies Soaring Club

4118.1 OLC points 4182.5 km total 697.1 km average
Duo Discus

	<i>OLC Pts / Dist.</i>
1. 17 June	777.1 / 808.9 km
2. 30 May	725.7 / 736.5 km
3. 29 July	693.2 / 715.3 km
4. 26 June	666.9 / 686.6 km
5. 16 May	657.3 / 674.6 km
6. 6 June	560.6 / 598.0 km

BAIC Trophy – Best flight of the year - pure glider

Jerzy Szemplinski – SOSA

ASG-29 C-GJXG

Jerzy Szemplinski's 2016 soaring continued to demonstrate his ability and dedication in competition and personal bests. In Canada his Best Flight of the Year award caps off his repeat win of the 2016 18 meter US National Championships. Well done Jerzy!

3 Jul	<i>OLC Points / Dist</i>	849.6 / 810.2 km
	Speed	108.3 km/h
	Take-off	Rockton, ON

"200" Trophy – best 6 flts, pilot >200 hr P1 at start of season

Thomas Butts– SOSA

3211.8 OLC points 2788.2 km 464.7 km average

		<i>OLC Pts / Dist.</i>
1.	30 June ASW-20 C-GGTI	573.3 / 504.4 km
2.	3 June ASW-20	569.1 / 498.5 km
3.	17 June ASW 20	564.8 / 494.2 km
4.	17 May Jantar C-GBDW	550.6 / 456.9 km
5.	19 May Jantar	545.8 / 453.6 km
6.	8 Aug ASW-20	408.3 / 380.6 km

Walter Piercy Trophy

Laurent Gall *Association de Vol à Voile Champlain*

Laurent completed 111 instructional flights (32 hours), being about 25% of Champlain's instructor workload. He has been the club's instructor of the year for two years in a row and he has been acting as the assistant to the chief-instructor during that time. In that capacity he has been taking care of the instructor schedule, organizing instructor meetings and email communications and advising the CFI on all aspects of instruction, safety and operations and teaching the theory of flight portion of the ground school. He is one of the most appreciated and respected instructors at Champlain.

Honourable mention goes to **Gary Hill** of the Edmonton Soaring Club as Runner up.

Hank Janzen Safety Award

Bill Vollmar SOSA

Bill provided dedicated work on safety and initiated a newly formed safety committee, resulting in significant safety improvements. These actions included a couple of pilot safety briefings to discuss airspace after the CADORs report of a near miss and the club's safety culture. As a result of Bill's leadership, SOSA has taken a very proactive stance by addressing major safety hazards and risk reduction strategies.

Rodin Trophy

Saskatoon Soaring Club

The Saskatoon Soaring Club has put a lot of effort into training their students for cross country. With only 15 members in 2016 they were able to generate 6 A, B, and C badges, 2 Bronze badges and 1 Silver Badge. Well done, Saskatoon.

Stachow Trophy

There was no qualifying recipient in 2016.

WEBSITE – Selena Phillips-Boyle

In February 2016 I was brought on in an official capacity by the SAC Board to maintain the Soaring Association's public web presence, both through our website and on social media. My primary task is to maintain up-to-date website content, includ-

ing documents, photos, and news updates. This information maintains connections with our soaring membership and the general public who may be interested to learn more about soaring in Canada. Secondly, I am tasked with increasing our presence on social media. Through social media, we can maintain connections with glider pilots here in Canada and importantly with the international gliding community.

During the past year I have worked to maintain up-to-date information on our website including documents, photos, and news. I also initiated a major project to re-write the static content of the SAC website and have the site translated so that the front face of our organization reflects the bilingual nature of our community. Some further details of my activities include:

- Receiving training on how to work the back end of the website to make updates to articles, documents, photos, and other information. I also opened the email account webeditor@sac.ca to create a professional channel of communication for the position of Web Editor.
- Regularly updating documents on the website, including, but not limited to: Canadian Glider Records, Canadian Glider Fleet, FAI Sporting Code, Badge Application Form, ABC Badge information, issues of *free flight*, historical documentation, and the *Cowley Guide*.
- Updating the News Section when information was sent to me including Flight Safety Information, OSTIV updates, and the Canadian Team (regarding competition activities and photos from the Ionia Grand Prix and the WGC 2017).
- Updating the landing page photo carousel with photos submitted to me from members (primarily Montréal Soaring Club, York Soaring, and the SOSA Gliding Club).
- Updating the Events section of the website including the Canadian Nationals Competition.
- Updating the Canadian Team section, including bios and websites.
- Updating Director biographies.
- Expanding our presence and interaction on Twitter. When I took over the account, the Soaring Association of Canada / @canglide followed 29 accounts and had 114 followers. As of 17 January, we were following 324 relevant accounts and have 273 followers. Twitter has been an effective way to disseminate SAC website updates, to solicit photos from gliding clubs, and to easily contact other soaring associations and soaring teams worldwide.

I continue to solicit content of stories and photographs from individual members and clubs to populate the website in a variety of ways:

- If your club has an individual or team responsible for maintaining your own web presence, I invite them to get in touch with me directly so that we can liaise the curation of content.
- If your soaring club has a blog, please connect it to the SAC website's RSS feed.
- If your club is hosting a workshop, fly-in, mid-week flying week, contest, Women In Aviation event, or anything else that you think is relevant for the nationwide SAC community, please send it my way to be added to the Events section of the website.

- If you or your gliding club are on Twitter, you can follow us @canglide and add the #canglide hashtag to your tweet to automatically bring new content into Club Tweets section.
- You can contact me directly: webeditor@sac.ca for any other submissions or questions.

In the coming year I will continue to maintain up-to-date information on our website including documents, news, and photos. In addition, I hope to accomplish the following:

- Complete the project to translate our website and launch www.sac.ca as a fully bilingual website.
- Continue to place new images on our landing page to keep our website looking fresh.
- Continue to work with the *free flight* team to populate our News section with more information and time-sensitive stories as provided by our membership.
- Make the Events section of our website more robust with events from clubs nationwide so that this section becomes a hub of information about events happening nationwide.
- Continue to use social media to increase our connections with the general public here in Canada, Canadian pilots, and the international soaring community. I plan to continue using Twitter as our main platform for social media to disseminate news, articles, and photos from the Canadian community. I still stand by my suggestion from June 2016 of expanding the Soaring Association's social media platforms to include Instagram as a way to increase our online engagement given that a significant number of our members engage with Instagram.
- Given that the majority of users interact with websites on their handheld devices, I would like to work towards making our website compatible with handheld devices.

In today's digital age, maintaining an active and relevant web presence is paramount to the success of any organization. Through my role as Web Editor, I am responsible for maintaining accurate static content and documents on our website, curating fresh and current content in our News and Blogs section, and expanding our presence on social media. However, the goal of maintaining our web content cannot be accomplished without the active participation of club members, soaring clubs, and our SAC board. I look forward to receiving your submissions of content! I hope the website will continue to be a place for nationwide exchange of information, ideas, initiatives, and energy.