

SOARING ASSOCIATION OF CANADA

2021 ANNUAL REPORTS & 2022 AGM MINUTES



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Cover photo *Migrating Golden Eagle off the wingtip of Cu
Nim's DG1000 at the 2013 Cowley Fall Camp . Wilf Plester*

MINUTES OF THE 2022 SAC AGM

19 March 2022, by video conference – recording Secretary, Pavan Kumar

Introduction

The 77th Annual General Meeting of SAC opened at 13:02 EST with 61 members present, peaking at 77 during the meeting. The meeting was called to order at 1306 EST and a quorum was declared with 1083 of the 1179 votes represented through delegates with proxies and by individuals present for a 92% representation. Due to the on-going situation with COVID-19, the meeting was held via video conference.

Motions will be accepted as unanimous unless a vote is called.

Motion #1 *The proposed 2022 SAC-ACVV AGM agenda be accepted.* Moved by Patrick McMahon, seconded by Dale Guenter. Passed, 0 against

Motion #2 *The minutes of the 2021 SAC-ACVV AGM be accepted.* Moved by Jay Allardyce, seconded by Jeff Robinson. Passed, 0 against

Presentation of Reports

President's Report – Sylvain Bourque

The complete report is in the AGM reports package. No increase on insurance fees for 2022.

Zone Directors Election Results – Bruce Friesen

Bruce presented the results of the Zone Director elections for this year. All incumbent directors who were up for election in 2022 were returned to their previous positions.

- Eastern Zone – George Domaradzki
- Prairie Zone – Jay Allardyce
- Alberta Zone – Pavan Kumar

Office Manager report – Tom Coulson

Tom introduced himself and directed the member's attention to the new SAC address and phone number as listed on the SAC.ca website. He has emailed the tax receipts for the 2021 membership fees and members can contact the office if have not received one.

FTSC Report - Dan Cook

Dan mentioned highlights of his written report: *Howspace* groups for safety officers, instructors, and for new students. CFIs can use this as a Flight Instructor Refresher Clinic tool to bring an instructor back to currency or to transition past

Air Cadet Instructors. The committee is working on an Alpine training badge for wave and ridge flying, and there is an on-going project for monitoring approach speed.

Safety Report – David Donaldson

The extensive report is in the 2021 SAC annual reports.

Sporting Committee – Jay Allardyce for the chairman Joerg Stieber. Highlights from Joerg's report: change to the Sporting Code on deletion of written declarations, Canadian National Contest will be held in 2022, there are no Canadian participants in the World's contest in 2022.

Treasurer (2021 Financial Statements and 2022 budget)

Jay Allardyce

Membership fees will remain \$80. Investments have recovered despite the draws taken over the past couple years. 2022 is the final year of the Instructor Improvement and Safety Grant. *Free Flight* will look forward to an issue in the first half of 2022.

Motion #3 *The acceptance of 2021 financial statements.*

Moved by Patrick McMahon, seconded by Roger Hildesheim. Passed, 0 against

Motion #4 *The 2022 budget with its associated membership fee schedule be accepted.* Moved Jeff Robinson, seconded by Kurt Sermeus. Passed, 0 against

Motion #5 *The Frouin Group be appointed to audit the 2022 SAC financial statements.* Moved by Patrick McMahon, seconded by Jeff Robinson. Passed, 0 against

Motion #6 *The activities and decisions of the SAC-ACVV Board for 2021 be approved.* Moved by Dale Guenter, seconded by Kurt Sermeus. Passed, 0 against

Motion #7 *Relocation of the SAC Office to 175 Endeavour Drive, Cambridge, Ontario.* Moved by Marie Andrée, seconded by David Cole. Passed, 0 against

Trophies and Awards – Bruce Friesen

Hearty congratulations go to all those presented with national honours for their contributions to Canadian soaring during 2021 (listed in alphabetical order):

- **Glen Buhr** – Jim McCollum Award for Innovation

- **Mike Busuttill** – Hank Janzen Award (contributions to safety in soaring)
- **Julia Clitheroe** – Silver C Gull (youngest pilot to earn the Silver badge)
- **Dan Cook** – SAC Special Recognition Award
- **Chester Fitchett** – BAIC Trophy (best flight of the year, motorglider)
- **Chester Fitchett** – Significant Flight Certificate
- **Trevor Florence** – Canadair Trophy (best 6 flights of the year)
- **Trevor Florence** – BAIC Trophy (best flight of the year, pure glider)
- **Fernando Garza** – Walter Piercy Award (instructor of the Year)
- **Predrag Kupcevic** – “200” Trophy (best 6 flights, pilot <200hr P1 gliders)
- **Patrick Pelletier** – Stachow Trophy (greatest gain of altitude <5000m)
- **Luke Szczepaniak** – Significant Flight Certificate
- **Cu Nim Gliding Club** – Roden Trophy (efficient use of club resources)

David Donaldson spoke on the special recognition to Dan Cook for his contribution to our soaring community and on being awarded the FAI *Paul Tissandier Diploma* for serving sport aviation.

Motion #8 *To formally recognize and thank the SAC Board and committees.* (Spoke to the dedication and hard work over the past 2 years from refunding membership fees, continuing to refine flight training and safety and generating a sense of comraderie within our soaring community.) Spoken to and moved by Roger Hildesheim, seconded by Patrick McMahon.

Passed, 0 against

Motion #9 *The meeting be adjourned.*

Moved by Kurt Sermeus, seconded by Roger Hildesheim.

The meeting adjourned at 14:09 EST



SAC BOARD OF DIRECTOR & ZONE REPORTS

PRESIDENT – Sylvain Bourque

et Directeur de la sécurité / Safety Director

L'Association canadienne de vol à voile a connu une seconde année inhabituelle à cause de la pandémie de la COVID 19. Les défis qu'elle nous a chacun apportés dans notre vie de tous les jours ainsi que dans les opérations à nos clubs ont ajoutés un stress imperceptible sur tous, stress qui s'additionne depuis deux ans aux autres stress que nous vivons normalement. Ce n'est pas rien. Il faut en être conscient et s'auto évaluer afin de décider si on est apte ou non à voler sécuritairement. Il ne faut pas juste faire une inspection pré vol de notre planeur, il faut aussi faire une introspection sur notre condition physique et psychologique avant de voler. Bravo à tous ceux qui ont préféré rester au sol plutôt que de voler ! La pandémie a aussi mis beaucoup de pression sur les bénévoles et différents conseils d'administration de clubs, devant se réunir beaucoup plus régulièrement qu'à l'habitude pour prendre des décisions inhabituelles. Les nouveaux défis qu'on apportés la pandémie ont porté plusieurs clubs à s'entraider et à utiliser des nouveaux moyens de communication entre membres et entre clubs et aussi pour la tenue de l'assemblée annuelle de l'ACVV-SAC de mars 2020, 2021 et 2022. Cette nouvelle façon de faire par vidéoconférence pour notre assemblée annuelle restera certainement en place dans le futur, donnant la chance ainsi de participer à la totalité des clubs.

Sur le plan administratif de l'ACVV-SAC, l'entente de gestion de l'ACVV-SAC que nous avions avec la COPA depuis aout 2009 n'a pas été renouvelée en juin 2021 après 12 ans de collaboration. Tom Coulson, membre de SOSA, est le nouveau gestionnaire de notre bureau national. Il nous apporte un soutien administratif plus pertinent à tous nos membres étant un des nôtres. Je vous invite à lire sa bio afin d'en savoir plus sur Tom.

Si vous vous demandez ce que l'ACVV-SAC fait pour vous, ou si vous vous demandez où vont les frais d'adhésion annuels que vous versez chaque année, je vous invite à lire notre rapport annuel. Les frais de cotisation de 80 \$ sont déductibles d'impôt, car nous sommes une association de sport amateur enregistré comme donataire reconnu, ce qui nous permet d'émettre des reçus officiels de dons. Il est important de noter que nous avons été audités par Revenu Canada en 2015. Notre association canadienne de sport amateur est administrée selon les règles de Revenu Canada. Nous sommes en mesure d'accepter des dons pour l'un de nos trois fonds: le fonds Pioneer (à des fins générales), le fonds Wolf Mix (participation de l'équipe canadienne aux Championnats du monde de vol à voile FAI) et le fonds des cadets de l'Air / Jeunesse (bourses de formation pour les jeunes pilotes). Ces différents fonds stimulent notre sport par l'entremise des 24 clubs de planeur canadiens grâce au fonds Pioneer créé dans les années 80 par des Directeurs visionnaires, ce fond a cumulé un capital qui le rend autosuffisant dans le but de combler les besoins financiers malgré une baisse du nombre de cotisations au fil des ans. Voici pourquoi nos frais de cotisations

ont diminués de 120 \$ à 80 \$ il y a plusieurs années et qu'aucune augmentation ne soit nécessaire cette année. Notre fonds Pioneer nous a aussi permis de retourner les cotisations aux clubs en 2020 et de garder cet argent afin de les aider dans ces moments difficiles. Pour en savoir plus sur ces fonds, consultez le site Web sac.ca, section SAC-AVVC / Programmes. Vous trouverez également dans ce rapport plus de détails sur certains des programmes de l'ACVV-SAC :

- Programme de bourses jeunesse
- Soutien financier aux initiatives de marketing et de publicité des clubs
- Subvention pour l'organisation de compétitions régionales ou nationales
- Soutien à la participation des jeunes aux compétitions
- Financement pour simulateur de vol à voile pour les clubs
- Soutien aux compétitions mondiales de l'équipe nationale
- Formation et sécurité des instructeurs
- Offre d'un plan d'assurance aux clubs de l'ACVV-SAC
- Subvention pour la formation des instructeurs et l'amélioration de la sécurité des clubs

Le programme pour l'amélioration de la sécurité des clubs de l'ACVV-SAC est de retour pour 2020 à 2022. L'ACVV-SAC s'engage au niveau de 40 000 \$ par an pour trois ans dans un programme visant à améliorer la sécurité dans les clubs, principalement par la formation initiale des instructeurs, sessions de mise à jour et pour augmenter la classe d'instructeur de l'ACVV-SAC. Cet argent viendra sous forme de subventions directes à tous les clubs, partagés au prorata avec un niveau de subvention minimum de 1 000 \$ pour nos plus petits clubs, qui était de 500 \$ dans le programme 2015-2017. Une liste des dépenses éligibles dans le cadre du programme d'amélioration de la sécurité est disponible, mais il pourra aussi inclure tout ce qui a rapport à la formation des instructeurs et améliore la sécurité. Pour plus d'info, rendez-vous sur notre site internet sac.ca .

Côté sécurité, 32 pilotes de planeur canadiens membres de notre association sont décédés en planeur au cours des 33 dernières années, dont 7 lors des 10 dernières années. Ces tragédies sont une catastrophe pour la famille, les amis et les membres de tous ces clubs. Étant donné la gravité de ces accidents, nous ne pouvons le laisser passer sous silence. Voici pourquoi nous insistons sur l'importance de sensibiliser tous les membres de l'ACVV-SAC qu'une vigilance particulière doit être de mise afin d'empêcher ces tragédies d'arriver. Vous devez tous vous sentir concerné. Prenez un moment pour avoir une pensée pour eux, leurs amis, conjoints, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui d'entre nous l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.

La vrille/décrochage avec impact avec le sol continue d'être la raison principale d'accidents mortels de l'aviation de loisir. Malheureusement en 2017 et 2016, nous avons également perdu de

façon tragique deux de nos amis pilotes de planeur de la région du Québec. La même situation d'accident mortel causé par une vrille/décrochage s'est produite aussi en 2013 dans la région de l'Ontario lors d'une vache aux nationaux. Malheureusement deux de nos amis pilotes de planeur canadiens sont décédés en planeur en 2019, tuant un instructeur et son élève-pilote lors d'une collision en vol impliquant un avion-remorqueur Cessna 182 et un planeur d'entraînement ASK-21. Le pilote de l'avion-remorqueur a pu atterrir par la suite. Un rapport du BST sur cette tragédie est disponible au <http://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html>

Heureusement, aucun pilote de l'ACVV-SAC n'est décédé en planeur au Canada lors des deux dernières années. Ce fut aussi le cas lors de 5 des 10 dernières années ainsi que de 16 des 33 dernières années, soit en 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 et de 1993 à 1998. Rappelez-vous que notre sport n'est pas sans risques qui peuvent devenir 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 des membres de votre club afin d'améliorer votre sécurité et celle de tous ? En 2021, les clubs de l'ACVV-SAC ont rapportés 155 incidents ainsi que 12 accidents. Heureusement, nous n'avons eu aucun décès en 2021. Nous avons des statistiques des 10 dernières années de 11.4 accidents et 0.83 pilote tués / 1 000 pilotes par année. La Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Cela est dû à leur culture de la sécurité où la formation des instructeurs est centralisée (deux semaines) et les clubs fonctionnant sous l'autorité centrale de leur fédération nationale de vol à voile sous l'autorité de l'aviation civile. Nos statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. Onze pilotes pourraient endommager sérieusement leur planeur et se blesser gravement si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Travaillons tous pour mettre l'accent sur la sécurité.

Selon les statistiques, les instructeurs ainsi que les pilotes expérimentés semblent les plus à risque. L'impact avec le sol résultant d'un décrochage/vrille est la cause principale de décès en planeur au Canada. Ayez ceci en tête au courant de la prochaine saison de vol à voile, pendant chaque vol. Connaissiez-vous l'altitude requise pour sortir d'une vrille pour le planeur que vous volez ? 550 pieds serait l'altitude moyenne à laquelle vous serez incapable de vous sortir d'une vrille. Le virage de l'étape de base à final est donc l'endroit le plus susceptible de partir en vrille mortelle. Il vous faut donc être très vigilant. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Vous verrez que les mêmes erreurs se répètent d'un club à l'autre, année après année. Faites-vous un devoir de rapporter anonymement à l'officier de sécurité de votre club tout incident dont vous êtes témoins. Il faut partager cette information avec les autres pilotes de planeur afin d'éviter que ça se reproduise à nouveau. Nous devons apprendre des erreurs des autres parce que notre vie est trop courte pour toutes les faire tous sois même.

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 / safety and training ? Est-ce que votre club y a adhéré et adapté son manuel d'exploitation ? Est-ce qu'il a été mis à jour sur une base régulière ? Faites-vous des

audits de sécurité périodiques (3 ans min.) ? L'expérience récente est très importante, autant que l'expérience totale. L'hiver est notre pire ennemi, diminuant drastiquement notre expérience récente. Il nous faut voler régulièrement en saison, 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 2022, car avec les dernières saisons ordinaires que la majorité d'entre nous avons eues, la faible expérience récente (des 12 derniers mois) peut nous rendre 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 savez tous que FLARM est l'un des bons moyens d'améliorer considérablement la sécurité et d'atténuer les accidents mortels en vol impliquant des planeurs. (flarm.com) Une façon prouvée très efficace est d'investir dans l'achat d'un Power FLARM. On nous rapporte que plus de 273 unités FLARM furent en fonction en 2021 dans nos clubs canadiens. 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 et recevez un retour de 5% par année sur les primes d'assurances. Ce retour de 5% disponible depuis 2014 a permis de rembourser le coût d'achat de plusieurs FLARM canadiens. Aussi, un programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs canadiens à promouvoir des initiatives liées à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un Power FLARM ou de toute autre dépense qui améliore la sécurité à votre club. Un Power FLARM coûte environ 2 500 \$, alors votre vie vaut combien ? Posez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action. J'espère que mon prochain mot du président débutera par : « Heureusement, aucun de nos amis pilotes de planeur canadien est mort en planeur en 2022. »

Maintenant sur un ton plus positif, nous sommes privilégiés d'être entourés par une 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-SAC. J'aimerais remercier plus spécifiquement Dan Cook, président du comité de formation en vol et de sécurité qui avec la collaboration de notre agent de sécurité national David Donaldson ont fait un travail formidable en créant une plateforme de formation/rafraîchissement des instructeurs en ligne avec **Howspace**. Cette initiative améliore significativement la sécurité dans notre sport en supportant la formation de nos instructeurs.

Chaque année, la moitié de nos six directeurs du conseil d'administration de l'ACVV-SAC sont élus pour un mandat de deux ans. Les directeurs des zones de l'Alberta, des Prairies et de l'est de l'Ontario furent réélus cette année sans opposition. Les membres du conseil d'administration de l'ACVV-SAC sont composées de :

Sylvain Bourque – Directeur de la zone Est depuis 2005 et
Président depuis 2010, V-P de 2006 à 2009

Sylvain a commencé à piloter des planeurs en 1994 avec l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, le remorquage et en tant que trésorier de club. Il détient aussi une licence de pilote professionnel d'avion (CPL-A) IFR et un certificat

de pilote de drone avancé avec annotation d'évaluateur de vol. Il est également examinateur radio aéronautique et agent autorisé pour les licences planeur. Il est fier de faire partie de ce conseil d'administration composé de gens de tous les horizons qui sont très impliqués et qui représentent bien les intérêts de la communauté vélivole.

George Domaradzki – Directeur de la zone Est de l'Ontario depuis 2014 et V-P depuis 2016

George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et jusqu'à récemment chef instructeur de Rideau Valley Soaring. Il coordonne les cours théoriques 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 pris sa retraite du gouvernement fédéral en 2013, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine. George est actif à promouvoir le vol à voile dans la région d'Ottawa et est heureux de voir une augmentation constante du nombre de membres de Rideau Valley Soaring.

Paul Parker – Directeur de la zone sud de l'Ontario depuis 2019

Paul adore voler, il a obtenu sa licence de pilote d'avion à 18 ans, mais il s'est mis au vol à voile dès qu'il fut possible. Il a étudié en Australie et a rejoint le Canberra Gliding Club en 1983, avant de devenir instructeur en 1986. Il a ensuite déménagé en Angleterre où il a enseigné au Lasham Gliding Club. De retour au Canada, il a pris une pause de 16 ans alors que ses enfants étaient jeunes. Ensuite il a rejoint SOSA, où il aime enseigner et aussi voler sur la campagne. En 2018, il a remporté les championnats canadiens dans la catégorie Club puis il a participé aux championnats panaméricains de vol à voile en 2019. Il aime partager sa passion du vol à l'énergie solaire.

Jay Allardye – Directeur de la zone des Prairies depuis 2012 et trésorier depuis 2018, précédemment secrétaire de 2014 à 2017

Jay a commencé à traîner autour de l'aérodrome à l'âge de sept ans et commença des leçons de pilotage dès qu'il était capable d'atteindre le palonnier. Il pilote des planeurs depuis 2001 et est particulièrement passionné du vol sur la campagne. Il est le chef 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 partenaires et aime faire des vols voyages lorsque possible. Pour financer sa passion, il travaille en tant que consultant aéronautique. Quand il n'est pas dans les airs, il aime jouer au hockey et au Golf.

Pavan Kumar – Directeur de la zone de l'Alberta depuis 2019 et secrétaire depuis 2019

Pavan s'est initié au planeur en 2011 en devenant pilote remorqueur pour le Saskatoon Soaring Club. Lorsque Saskatoon a acquis un L23 Super Blanik, Pavan a été attiré par le vol à voile et a profité d'une progression rapide dans leur L33. Après sa première saison, il compléta sa formation d'instructeur de planeur sur simulateur pendant l'hiver. Il y a fait de l'instruction l'année suivante avant de déménager en 2013 à Lethbridge AB où un nouveau club sans instructeur venait d'être formé. Pavan a aidé le club de Lethbridge à passer d'un 2-22 sur une remorque à Cowley dans un hangar en

acier construit par les membres et abritant maintenant un Grob Twin Trainer. Pavan remorque encore occasionnellement, a gagné un badge en diamant et pilote un RV6a. Après avoir été depuis 2013 pour le Lethbridge club chef instructeur et personne autorisée, Pavan a rejoint le club d'Edmonton en 2020 pour poursuivre la voltige tout en continuant de soutenir le club Lethbridge.

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 monté 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, sa Scarlet Lady et sa nouvelle acquisition, un mini-LAK FES front electric self-launch GOBF. Il n'est pas pilote de remorqueur ni instructeur, mais Bruce espère contribuer à ce sport en tant que membre du conseil d'administration de l'ACVV-SAC et comme historien de l'ACVV-SAC. 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.

Tom Coulson – Gestionnaire du bureau de l'ACVV-SAC depuis 2021

Tom a effectué son premier vol à l'automne 1979, avec un camarade de classe alors à l'université, au SOSA Gliding Club. C'était trop beau et il a commencé les cours de vol à voile au printemps 1980. Il est devenu instructeur en 1988 et aime toujours transmettre aux autres le plaisir du vol à voile. Il a occupé de nombreux postes au sein du conseil d'administration au fil des ans et est actuellement le trésorier du club. Il trouve encore le temps de faire du cross-country avec son Mosquito et son Arcus. Tom a une licence de pilote d'avion professionnel (CPL) et est aussi pilote remorqueur. Avant de prendre récemment sa retraite, Tom travaillait dans l'industrie aéronautique en tant que concepteur de logiciels.



The Soaring Association of Canada had a second unusual year due to the COVID-19 pandemic. The challenges it has brought in our day-to-day lives, as well as in our club operations, added an invisible stress on the pilots which adds to the other stresses that we live with. It's not nothing. We all have to be aware of this, and not be shy about evaluating ourselves in order to decide whether or not you are fit to fly safely. We don't just have to do a pre-flight inspection on our glider, we have to do some introspection on our physical and psychological condition before flying. Well done to all those who decided to stay on the ground rather than fly! The pandemic has also put a lot of pressure on the various club boards to meet much more often than usual.

The new challenges brought by the pandemic led several clubs to help each other and to use new means of communication among members, among clubs and also for the holding of the annual meetings of the SAC in March 2020, 2021 and 2022. This new way of doing videoconferencing for our annual meeting will certainly remain in place in the future, giving all clubs a better opportunity to participate.

On the administrative side of SAC, the management agreement that we have had with COPA since August 2009 was not renewed in 2021, after twelve years of collaboration. Tom Coulson, member of SOSA, is now our new Office Manager. He brings a more relevant administrative support to all SAC members being one of our members.

If you ask yourself what SAC is doing for you, or if you wonder where the SAC annual membership fee goes that you are giving every year, I invite you to read our annual financial report. The SAC membership fee is tax deductible since we are a RCAA member and can issue official donation receipts. In 2015, SAC was audited by the CRA. Except for a few corrected details, our Canadian amateur athletic association (RCAA) is administered 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 also accepting donations that are also tax deductible to any of our three funds: the Pioneer Fund (for general purpose), Wolf Mix Fund (Canadian team participation in FAI World Soaring Championships), and the Air Cadet / Youth fund (soaring training bursaries for youth members). These funds stimulate our sport in Canada through its clubs. The Pioneer Fund, created by visionary directors, has grown since 1980 to a level that makes it possible to keep membership fees low. That is also why our membership fees dropped from \$120 to \$80 several years ago and no increase is needed this year. The Pioneer Fund also allowed us to give the 2020 SAC membership fees back in order to help clubs in these difficult times. For more info on these funds, look at the sac.ca website, SAC / Programs section. You will also see in this report more details on some of these SAC programs:

- Youth bursary program
- Financial support for club marketing & publicity initiatives
- Contest hosting grant for clubs
- Youth contest support
- Soaring simulator funding for clubs
- National team world contest support
- Instructor training & safety
- SAC insurance plan
- Safety improvement grant

The *SAC Safety Improvement Grant* is back for 2020 to 2022. SAC is committing \$40,000/year for three years 2020-22 in a program to enhance safety in clubs, including instructor initial training, refresher sessions and class upgrading. This money will come in the form of direct grants to all clubs, shared on a pro-rata basis starting with a minimum grant level of \$1000 available to our smallest clubs, which was \$500 in the 2015-17 program. The FTSC will prepare a list of eligible expenditures under the program that will include anything related to instructor training or safety enhancements. For more information, please visit our sac.ca website.

Thirty-two Canadian glider pilots lost their lives in gliding over the last 33 years, seven in the last ten years. All these fatal accidents were catastrophic for the family, friends and for the members of these clubs. Due to the gravity of these fatal accidents, we can't ignore them. This is why I put so much importance to making sure all SAC members raise their

awareness to the highest level and protect themselves and their fellow pilots from repeating these tragedies. We all need to be concerned about the risks related to our sport. Take a moment to have a thought for them, their friends, spouse, kids, mother, father 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.

Stall/spin to the ground continues to be our main fatal accident category. Unfortunately in 2017 and 2016, we tragically lost two of our glider pilot friends from the Quebec zone, each in a stall/spin to the ground. The same accident happened in 2013 in the Ontario region in an outlanding at the Nationals. Unfortunately, there was a double fatality in a glider in Canada in 2019, killing an instructor and a student pilot in a midair collision involving a Cessna 182 towplane and an ASK-21. The towplane pilot was able to land after the collision. The TSB report on this tragedy is available on <http://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html>

Fortunately, we had no glider pilot fatality in the past two years. Same for five of the last ten years, and 16 of the last 33 years, so in 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 and from 1993 to 1998. Remember that our sport is not without serious risks that can become tragic. We have to do everything possible all the time to improve the safety of our sport. What is your personal participation in safety for yourself and for all? For 2021, SAC clubs reported 155 incidents and 12 accidents. Fortunately, we had no fatalities in 2021. Our last 10-year average is 11.4 accidents and 0.83 fatality/1000 pilots per year. Norway has a fatality rate of 0.1 fatality/1000 pilots per year! This is due to their Safety Culture where centralized instructor training (two weeks) and clubs operating under central authority of their Soaring Federation through their Civil Aviation Authority. Our statistics suggest that one of our club members could die gliding this season and eleven may either seriously damage their gliders or be injured if we don't raise our safety and self-discipline level. Let's all work towards that necessary emphasis on safety.

Instructors and experienced pilots seem more at risk if we look at the statistics. Next season, have this in mind on every flight. Do you know the altitude required to get out of a spin in the glider that you fly? The average altitude under which you will be unable to get out of a spin is about 550 feet. The turn from the base to final is therefore the place most likely to go into a deadly spin. 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.

Have you read the *SAC National Safety Program* available on the SAC website, in the document / Safety and Training section? Does your club follow it and include it in your Operations Manual? Is it being updated on a regular basis? Are you doing a Safety Audit on a regular basis (every three years)? Recency is very important as much as the total experience. Winter is our

worst enemy as it lowers our currency. Fly often during soaring season, more than once a month, or at least do a circuit with an instructor before flying if you have doubts. Be vigilant in 2022 because many of us have low recent flying time and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your log book and compare the flight time you did recently with the previous years to see if you are at risk.

I hope you all know using FLARM is one of the good ways to significantly improve safety and mitigate fatal midair accidents. It is a proven device and a very good investment for your safety. We are told that more than 273 FLARM units were used in 2021 in SAC clubs. Depending on the value of the glider, the Power FLARM pays for itself in 7–12 years when you insure with the SAC plan because of the 5% rebate on insurance premiums you receive every year. This 5% return available since 2014 has reimbursed the cost of purchasing several FLARMS. A Power FLARM costs around \$2500 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club to take action. Please let my first words from next year's report be, none of our friends died in a glider in Canada in 2022.

Now on a better note, 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. I would like to specifically thank Dan Cook, Chairman of the Flight Training and Safety Committee who, along with our National Safety Officer David Donaldson, have done a tremendous job creating an online instructor training/refreshment platform with *How-space*. This initiative significantly improves safety in our sport by supporting the training of our instructors.

Every year, three of our six SAC directors are up for election. The Alberta, Prairies, and Eastern Ontario Zone Directors were re-elected this year by acclamation. The members of the Board of Directors for 2021 are:

Sylvain Bourque – Eastern Zone Director since 2005 and President since 2010, VP from 2006 to 2009.

Sylvain first flew a glider in 1994 with AVV Champlain, involved in training, towing, and as treasurer. He also has a CPL-A IFR, and an advanced drone pilot certificate with a flight reviewer rating. He also is an aeronautical radio examiner, and an authorized person for glider licensing. 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 – Eastern Ontario Zone Director since 2014 and Vice-President since 2016

George has been flying gliders since 1998 and is an instructor since 2004. He is currently president and, until recently, was 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 instruc-

tion. George has been retired since 2013, enabling him to carry out more flying and instruction during the weekdays. George has been actively promoting gliding in the Ottawa area and is pleased to see a steady increase in membership at Rideau Valley Soaring.

Paul Parker – Southern Ontario Zone Director since 2019

Paul loves flying, obtained his PPL at 18, and turned to gliding as soon as he could. He studied in Australia and joined the Canberra Gliding Club in 1983, becoming an instructor in 1986. He then moved to England where he instructed at the Lasham Gliding Club. Returning to Canada, he took a 16-year break while his children were young and then joined SOSA where he enjoys instructing and flying cross-country. In 2018 he won the Club class at the Canadian Nationals and then flew in the Pan American Gliding Championships in 2019. Sharing solar powered flight is a passion.

Jay Allardye – Prairie Zone Director since 2012 and Treasurer since 2018. Also served as SAC Secretary from 2014 to 2017

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 is particularly passionate about cross-country soaring. He is the CFI and a tow pilot 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 partners and enjoys flying cross-country whenever possible. To fund his addiction, Jay works as an aviation consultant. He enjoys playing hockey and golf when he can't be in the air.

Pavan Kumar – Alberta Zone Director and Secretary since 2019

Pavan first came to soaring as a tow pilot for the Saskatoon Soaring Club in 2011. When SSC acquired an L23 Super Blanik he was lured into gliding and enjoyed rapid progression in their L33 as well. After one season he completed the flight instructor training via simulator over the winter and helped the club with instructing before moving to Lethbridge Alberta in 2013 where a new club had formed without an instructor. Pavan helped the Lethbridge club grow from a 2-22 on a trailer to being based at Cowley in a member-built steel hangar housing a Grob Twin Trainer. Pavan still occasionally tows, has earned a diamond badge, and flies an RV6a. Having served as CFI and AP for the Lethbridge club since 2013, Pavan joined the Edmonton Soaring Club in 2020 to pursue aerobatics and continues to support the Lethbridge club.

Bruce Friesen – Pacific Zone Director since 2016

Bruce was fascinated with flying machines early in his life. It was only after a familiarization flight in a glider 1969 that Bruce found his passion – “the glider climbed, without an engine!” Since 1983 he has pursued 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, his Scarlet Lady, and now in his mini-LAK FES front electric self-launch, GOBF. Not a towpilot or an instructor (Class 4 medical, unfortunately), Bruce hopes he can contribute to the sport of

soaring in Canada as a member of the SAC Board and as SAC Historian. 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.

Tom Coulson – SAC Office Manager since 2021

Tom had his first flight in the fall of 1979, with a then university classmate, at the SOSA Gliding Club. This was “too good” so he started gliding lessons in the spring of 1980. He became an instructor in 1988 and still enjoys passing the joy of soaring on to others. He has held many Board positions over the years and is currently the club’s treasurer. He still finds time to do some cross-country flying in his Mosquito and Arcus. Tom has a CPL and is a tow pilot. Before retiring recently, Tom worked in the aviation industry as a software designer.

PACIFIC ZONE – Bruce Friesen

Soaring continued in the Pacific Zone during 2021. Such an obvious statement, but loaded with significance in this covid era. The officers and members of the Pacific Zone clubs are to be commended for their redoubled efforts to make that happen. Many individuals have worked very hard.

I was fortunate to be able to visit and spend time with all three Pacific Zone soaring sites during 2021. It is always a pleasure to mingle with the good folk in our sport. Their hospitality was much appreciated. I came away with continued confidence in our community and the future of our sport in our region.

Of the three clubs, two managed normal levels of activity in these abnormal times. One, the Canadian Rockies club based in Invermere, had a lower total of flights and points on the OLC than has been the case in the best years. That is explained in the CRSC report below, but boils down to an extra degree of COVID challenge due to the unique geographic circumstances. I am confident 2022 will bring a rebound.

Alberni Valley Soaring Association – *Allen Paul*

In 2021 the Alberni Valley Soaring Association had an excellent season with cooperative weather for the most part. Unlike most locations in BC this year, the Alberni Valley was blessed with very good visibility with little smoke hindering the operation. We were affected however by the summer heat dome phenomenon which resulted in periods of extremely high temperatures throughout British Columbia. As a result the club curtailed flying operations for 2 one week periods for safety reasons. This year was our second operating under COVID conditions but lessons learned from 2020 allowed us to complete the season with minimal disruptions.

Our membership numbers remained steady. Regular membership totalled ten in 2021 and the number of associate members who flew the Vancouver Island Soaring Center’s PW-6 increased to twelve. At last review the PW-5 logbook showed 69.1 hours flown over 65 flights in 2021. This marks a significant improve-

ment in utilization from previous years. An additional 85 hours was flown by a variety of privately owned gliders. One of our goals in 2022 is to further improve the utilization of the PW-5.

On the instructional side the VISC PW-6 flew numerous recurrent training flights for local and visiting glider pilots. Two students completed the glider pilot training syllabus and earned their glider licences. One power pilot also completed conversion training and obtained his glider pilot licence. Two younger club members benefitted from financial sponsorship from the SAC and AVSA Bursary funds to improve their flying skills in the higher performance PW-6 glider and to enhance their ability to make best use of thermals and ridge lift. They also completed their checkouts in the club PW-5. Thank you to SAC and to the club members and affiliates for the financial support which has been instrumental in defraying some of the training costs to our junior members.

Club members continued to explore the cross-country opportunities in the Alberni Valley, soaring along the Beaufort Range as far west as Comox Lake and as far east as Mount Arrowsmith. Thermal strength in the early part of the season was well above average with cloud bases easily exceeding 9000 msl. In a valley with some serious geographic barriers, members were quick to capitalize and extend their typical cross-country flight distances. The prevailing winds during this season were not as well oriented to provide reliable ridge soaring and most distance flights instead relied on thermals generated in the Alberni Valley and at higher elevations along the Beaufort ridge.

We continue to look at options for improving the surface condition of the grass in the staging area and on either side of the runway. The grass strip alongside the runway which serves as our alternate landing area is now being rolled on a regular basis as has the grass staging area which makes it much easier to push gliders on and off the runway. We share the airport with larger powered aircraft. Their movements, although not frequent, require us to be able to quickly move our gliders well away from the runway during their takeoff and landing sequences.

As in previous years the backbone to AVSA operations is the club’s strong commitment to safety through the SAC Safety Program. The key elements include fostering a proactive safety culture through our incident reporting system, mandatory attendance at pre-season safety meetings and enhanced pre-season checkout flights. This year we anticipate purchasing a FLARM for the club PW-5 using funds from the SAC Safety grant.

We expect 2022 to be another building year for our club members. For those glider pilots looking for a small friendly place to visit 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.

Canadian Rockies Soaring Club – *Wes James*

As I was preparing this year’s review I reread my 2019 report which looks absolutely glowing when compared to the 2021 OLC review: In 2019, 23 pilots completed 343 flights on OLC for a total of 84,016 points. This put us #1 in the country. Our weather was not the best for consistent soaring days as we had a num-

ber of low pressure cells roll through the valley throughout the season. However, the additional rain kept the forest fires and the resulting smoke to a minimum.

In 2021, 14 pilots completed 200 flights on OLC for a total of 47,835 points. This put us at #5 in Canada on OLC.

What is of great concern is the dramatic reduction in club membership. Demographics played a major part in the reduction as we have had a number of pilots retire from the sport. Being located in a low population region does not provide a large pool of potential aspiring pilots. Invermere is a tourist town with a large percentage of summer homes owned by Albertans. Covid travel restrictions and related concerns further restricted interest in soaring.

Weather also played a role in reducing flights. Daytime temperatures reached into the high 40s throughout BC in July, and in August an unprecedented number of uncontrolled forest fires filled the valley with smoke. No flights were recorded for weeks during the summer.

We did have pilots from Manitoba, Alberta and Western BC trailer their gliders and enjoy some Columbia Valley soaring and hospitality before the smoke rolled in. We thank those pilots and hope that more pilots will consider exploring the fantastic soaring here in Invermere. The additional tows and flights help keep Invermere Soaring Center operating.

We had two Bursary students start their soaring adventure in early July. Olivier Amyotte, 16, and Antek Siwic, 15, were both keen students. Antek soloed and Olivier was close and both plan to return in 2022 to complete their training. A big thanks go out to all the club members who contributed their time to make this happen.

Vancouver Soaring Association – Rob Ballantyne

The story of the Vancouver Soaring Association in 2021 is really the story of living through the COVID pandemic.

Very fortunately, through the wise assessment of the previous Board of Directors, we were left well prepared. The previous Board foresaw that we may need to reduce operations due to the pandemic and planned for reduced flying and revenue. They trimmed our operational expectations and planned for us to “run lean” for the year.

Throughout the year the Public Health Officer (PHO) implemented and then revised and reimplemented health orders a number of times. Prior to the beginning of our year two of our members (our former CFI, Rob Williams, and our current CFI, Bryan Deans) undertook to build us a COVID Safety Plan. These plans were mandated by the PHO for various types of organisations. The plan established our rules so that we were in compliance with all requirements placed on us. Our hangar unpacking was 2 April and we started checking out our pilots – everything was looking good, at least we thought.

At the end of April, after just a couple of weeks of operation, the PHO revised the rules. She divided the province into regions

(aligned with the health regions) and banned travel between the regions unless it was deemed necessary. Unfortunately, a boundary was created between our airfield (CYHE) and where the vast majority of our members reside, the Vancouver area. While the current Directors felt that pilot currency was essential they also felt that the club couldn't insist members volunteer themselves for regular operations. Regular operations were shut down but we allowed that members who felt that currency was essential and that arranged for an operation could continue to utilise club equipment.

Things changed again in mid-June. A larger and larger proportion of the province was now vaccinated and the health orders reflected this by reducing restrictions and opening up. The club was back in full operation. From this point until the end of the year operations were back to normal (well normal with respect to a pandemic).

Given the circumstances, the club operated quite well. The previous Board of Directors had laid the groundwork. The hard work of specific members around the COVID pandemic issues provided a means to operate safely and in compliance with orders from the PHO. The resilience of all members amazes me; they took all this in stride, adjusted their expectations and behaviours as required at every stage and made everything work for the club.

In the end the club flew slightly less than we did in 2019 and we managed to balance the budget at year end. I don't think we could have hoped for more.

ALBERTA ZONE – Pavan Kumar

A remarkable year for Alberta gliding. Training programs at ESC and Cu Nim were reoriented to focus on fewer students and more steady, rapid progress through the season. The clear expectations for the student give benchmarks to look forward to, strive for, and achieve with great success. The clubs hope this focus of fewer students will lead to higher retention and so far it looks very promising. It is exciting for longstanding members and instructors to hear of all the accomplishments and cheer on the new pilots at these clubs! With vaccinations, some intro flights started again and clubs flirted with potentially requiring club members to be vaccinated. Aerobatics has been gaining more action at ESC and we may start to see more pilots training and experiencing such thrills.

The Alberta Soaring Council has good management, leaving it in a financially sound position with great potential for more programs ahead. This was showcased best in the exceptionally well-attended Summer and Fall camps at Cowley with numerous great mountain and wave flights. The diamond mine never fails to produce and we continue to welcome visiting pilots to bring a glider and come fly this amazing site.

We have enjoyed the *Proving Grounds* program at the fields, and online over the winter season flying at several US sites. The excitement and skills practice has a large group of us eager to host the 2022 Canadian National Soaring Contest at

the Edmonton Soaring Club at the end of May. We hope to see many faces from across Canada join in the event!

Cu Nim Gliding Club – Ben Hornett

Operationally, Cu Nim had to deal with many tasks in 2020 that included figuring out COVID protocols, taking delivery of four aircraft, and rolling out the objective-oriented training program. Happily, in 2021, we were able to focus much more on building on the work of the year before and flying lots!

In March, the annual general meeting was held and was memorable for being nearly six hours long. I vow to complete the next one in half that time or less!

Training The training program gathered so much interest that at last count, there was a 30 person wait list on top of the students who got to participate in the program this year. Two full week events were run to bolster training opportunities. The first was the “School’s-out” week in June/July and the second was the “get-to-solo/soaring” week in August. The achievements of solos, new licences, and badges were many. Three members completed their training and received their glider licence all within one season, a feat that hasn’t been achieved at Cu Nim in recent memory.

Weather For the most part it has been a nice season. We were affected by smoke again this year which led to cancelled flying at times due to the very poor visibility. More memorable was the ‘heat dome’ that affected western Canada. With temperatures climbing very high in late June into July, the “School’s-out” flying week had operations going very early each morning and shut down when it got too hot.

Flight line management Following a brief trial in 2020, the flight line was managed with the Take Up Slack system. The flight logs are in much better shape and a great deal of operational data is now available.

Massive clean-up Chester led a sustained declutter campaign across the entire airfield. The results are noticeable and included the removal of abandoned construction projects, defunct campers, and thousands of kilograms of junk from the hangars and the clubhouse. I think everyone can breathe a little easier with the physical and psychological weight reduction.

Garden Pilar and Ursula spent many hours’ work on the landscaping around the clubhouse and it has been looking spectacular all season.

Aircraft Sales After years of languishing, the Jantar was sold and transported east. Having languished for even longer, the two Blaniks we sold and picked up by the purchaser to be flown in the Yukon. A Scout wing was bartered for PCK rental time.

Intro flights Intro flights were resumed in 2021 and it looks like about 40 will be completed by season end. Summer and Fall Cowley camps were well attended. Once again it was a great time to build skills, experience the stunning landscape, and trade stories with pilots from across the province and across Canada.

OLC participation Chester Fitchett pulled off second place in OLC Plus Champion competition and was only 7 points behind first place. Cu Nim placed 6th in the club standings and posted more points than in any previous year.

Looking back, soaring in 2020 offered respite from the pandemic. Gliding at Cu Nim during 2021 was just the same but we enjoyed a longer season and many more achievements, and we exceeded 1000 launches.

Lethbridge Soaring Club – Bruce Aleman

The 2021 season began with a beautiful day in March! The forecast looked great for a trip to the airfield, so the club spent the day getting things ready for a new season, with the possibility of flying if conditions allowed. Opening the hangar, looking for remnants of mice and other critters, and cleaning up the Grob 103 we fly didn’t take too long. If we could get our trusty bus moving, we could set up the winch and fly! The problem was, our bus was locked in a frozen drift up to its nose. With the help of a couple willing hands, shovels, and a very high rpm on the bus, it escaped its winter home and we were set for all the members present to get some checkout time in.

From there our season progressed at its usual pace. We usually fly 2 or 3 Saturdays a month, and try to book in time at the ASC camps. Our two instructors put in the time they have available to allow the club to operate. Our students made considerable progress this year, and it looks promising to have a couple more licensed members early next year. Over the course of the season we resumed intro flights which is always helpful for club revenue. Geoff Minors pulled off seven intros in one day! To help us keep tabs on the airfield, we installed a security camera system on the bus using considerable material donations.

When schedules line up and the right folks can make the field, we like to host a family flying day, where the kids who want to fly get the opportunity, and the rest get to help out by driving the golf cart and Kubota. If they stay happy with those jobs, in a couple years we’ll have a full time ground crew.

Looking forward to 2022, we are hoping to keep and increase the current membership, license a number of our students, keep the Grob in good flying condition, recondition the winch, and enjoy the flying that Cowley is always willing to provide.

Central Alberta Gliding Club – Leo Deschamps

In 2021 we started a bit early due to the good weather. We did have some good spring flights. We still had a good number of familiarization flights. We again only had a few students this year who continued through the whole season, though we did manage to get a few soloed. The private ships flew a little more this season, since they were able to fly the whole season.

There were a few Covid challenges this season due to the “restrictions on – restrictions off” times, which the club handled very well. The club made some membership rate changes this year, mostly because of the insurance rate increases. So overall the membership remained like last year but is still small as a result of the drop in Alberta’s economy.

Some of the club highlights this 2021 season:

The new TST-8 Alpin two-place motorglider continued its test and tweak flights as John and Jerry Mulder work on perfecting the performance of that aircraft. Here is a link to the aircraft's details: <https://aeropedia.com.au/content/test-alpin/>.

Leo Deschamps got the Nimbus "2B" back in the air again for the first time since 2018. But I would have to say the biggest event for the club this season was attending the Cowley Summer camp. The club brought the Puchacz down and did some training flights. Despite the heat and forest fire smoke, all the members had a fantastic time. There was singing. There were BBQs, some good flights, and even a few friendly debates. It was also good to socialize with the other glider pilots and their families once again, something we all needed since the outset of the pandemic.

Considering the times, I would say our season was a success, and we are looking forward to another in 2022.

Edmonton Soaring Club – Steve Godreau

Here we are looking back at the 2021 season as we in the soaring community (as with the rest of the world) find a way to navigate these unprecedented times and continue to not just enjoy our sport but have it grow. ESC was determined, as in 2020, to thrive despite the pandemic. That goal was not without challenge. Our casino was postponed and there was much uncertainty in income. How many members were going to return? Would new members come out? Would the field repairs recover quickly enough?

With Thorsten's departure as president we started the year with a significant shuffle as Melanie and Tyler Paradis joined the Board. They injected a wonderful new energy and brought many fresh ideas including a few from their "dual citizenship" at Cu Nim. One of the most significant changes the club made was a flat fee for "all you can fly" as an option which proved extremely popular. It had many benefits, preloading the club's cash coffers and eventually mitigating the liability in member balances.

We also adopted *Take-up Slack* as our flight line logging tool. The discussions and adoption of these ideas has created great sense of synergy between our clubs, rejuvenating a spirit of reconnection across the province.

Another challenge was also a major changing of the guard in our tow pilot team, with Bob Hagen, John Broomhall, Neil Siemens and Guy Blood all making the decision to hang up their spurs. Dr. Steve (Chihrin) also had himself on the bench due to his daily work in contact with COVID cases. We had to react quickly: Tyler stepped up to fill our CFI position, we were able to convince Kelvin Cole it was time to fly the front end of the rope, we recruited the very experienced cadet towpilot Paul Simmonds (who quickly became proficient in all of our glass ships), and finally, long time member Aaron McDermand completed his check flights to round out the new team. With Rick Martin and Lyle Shwetz making a total of six tow pilots, we were able to get the job done this season.

Very early in the spring we were all on tenterhooks as the snow started to clear – would our efforts in 2020 to re-grade the runway prove worthy? All of our twitchy aviators were asking two questions. First, would the grass take since it was seeded but not germinated in the fall? The second was, would the usual spring thaw water recede? With what would become the norm in 2021, our multi-talented team carried out drone overflights, larger aerial surveillance, and sophisticated pumping. By early April we had a plan to operate with a modified take-off run and were able to start operations on 16 April – one of our earliest starts ever and we lost virtually no flying days due to standing water. Flying began with a fervor.

Following Cu Nim's lead, we have adopted *Objective Oriented Training* and took on only a limited number of pre-solo students (10) to give them all the attention they deserve. We had good success and were able to send four solo this year. The Merhejs were hot on their heels and we expect a quick progression for them in the spring! Ben Kiesman, who joined us in 2020 as a licensed cadet pilot, was in seventh heaven and that was obvious most days at the field as he quadrupled his total hours in short order and achieved his Bronze badge, so now he can head out into the *Proving Grounds* in 2022.

In order to regulate our spending, ESC's initial plan was to only insure a portion of our fleet but it didn't take long to realize that even with a modest membership increase we could make use of all of our gliders.

The Cowley Summer and Fall camps were well attended by ESC members. The interclub camaraderie at the Summer Camp was in full display with large groups singing and star gazing well into the late evenings. We found that having a two-seater available at the Summer Camp led to many great mutual flights, with members sharing experiences and learning from each other.

For the Fall Camp, ESC deployed the Perkoz and the DG1000S and everyone shared in learning how to catch, stay in, and navigate the Livingstone's wave. Kelvin decided to earn his badge legs incrementally by getting his Gold climb one day, then a Diamond climb the next! Ray Troppmann carried three means of evidence on board to validate his amazing Diamond climb.

After replacing the fried Online Glider Network (OGN) *Raspberry Pi* computer on the roof of the clubhouse, the members experienced a new low in daily workplace productivity. It was installed just in time to watch Bruce Friesen stretch his new glider's wings, the club got a good test of the range capability of its newly refreshed system. Perhaps in 2022 the club will try remote deployment of secondary solar-powered OGN stations that were tested in Cowley this fall jointly with Cu Nim!

The club also voted to host the 2022 Canadian Nationals! This effort should keep ESC busy making necessary preparations in the spring – details to follow.

When we wrapped up the flying at the end of the season, it was an extraordinary year for our stats:

- 77 flying days (triple 2020) was the most in the last five years.

- Field repairs = success!
- 746 total flights, the most since 2017, also triple 2020.
- 592:35 hours, 750% of 2020 and almost double 2018 & 2019.

The average flight time was about 0:47, nearly double that of the last five years. Conclusion – more cross-country soaring / *Proving Grounds* = SUCCESS.

Our membership is a healthy 43 full members and 15 social members. However, we believe that looking towards 2022, members who have been sidelined due to the pandemic will enjoy again the sport and *esprit de corps* that is ESC. We are looking forward to encouraging members to set goals for themselves for the coming season, and facilitating their realization!

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.

Prince Albert Gliding & Soaring Club – Keith Andrews

During the first week of April members of the club did maintenance on the gliders and equipment in anticipation of being able to fly this season.

Later in April a COVID letter was composed by the club and presented to club members and for intro flight persons to adhere to if they wanted to fly, to coordinate with the provincial government mandates.

The club started flying on 12 June with instructor check flights. Flying in earnest then commenced on 14 June. The club flew a total of 18 days ending on 5 November for a total of 25:03 hrs and 128 flights. There was not any objection to adhering to the COVID regulations the club had in place, by the members or the intros.

One of the introductory flights, a 13-year-old young lady, Emmanuelle Bergeron joined the club and was progressing quite well until we stopped flying in November.

The club only insured one of the Ka7 trainers and not the Phoebe this year. We have had numerous people show interest in joining the club and look forward to having more gliders in the air next year.

Saskatoon Soaring Club – John Toles

Although Covid was a factor, the SSC had a reasonably good year in 2021. The AGM held in February was done by Zoom with no dinner or socializing to follow again this year. It also ended with no awards dinner because of Covid restrictions. Instructor and member check flights were done in late spring, but general activity was slow until mid-season when restrictions eased a bit.

Membership grew to 21 SAC members. New members held a licence or previous experience. Two members were graduates of the Air Cadet program, enjoyed soaring in a club environ-

ment, and adapted and contributed meaningfully to the club operations.

The club managed 163 flights: 153 aerotow, 10 self launch, and no winch launches. This is down from the average 300-400 annual flights because of few dual introductory or training flights. Three instructors were active, including one newly certified, but one instructor, CFI Fernando Garza, did the bulk of the instructing. The private ships, other than the motorglider, did not fly in 2021, so there was limited cross country activity. This was mainly due to the late start with missing the best soaring conditions in May and June and the cost of insurance for a limited season. The Open Cirrus was also not insured and did not fly. Activity with the club ships resulted in a reasonably successful year financially.

Ground school instruction was provided online as required, and there were no in-person workshops or seminars during the season. The club maintained an excellent safety record, with no accidents and only two minor incidents.

Winnipeg Gliding Club – Mike Maskell

With the blessing of Mother Nature, the gliding season at the WGC began on 14 March, a full six weeks earlier than the decade's-long average at the gliderport near Starbuck, Manitoba. It was a cool beginning with temperatures barely above zero, but hardy souls that Manitoba residents are, we jumped at the chance to take advantage of being back in the air.

COVID was still an issue in 2021 and our standard precautions developed in 2020 were once again in place. These included social distancing at the flight line, use of masks during dual flights and sanitizing the cockpit post-flight. And with a requirement in place once again for pre-season check flights, all members were required to receive at least two.

Our membership stayed relatively stable year over year with about 25 Sustaining members on the list along with a handful of Associate members. Unique this year at the club campground was the addition of a full time RV'er. We had to scramble to develop a campsite with a 50 Amp power drop but we had it all in place for their 1 May arrival. Perry and Laurie Hunstad contributed greatly to the operation of the club and also provide 24-7 eyes on the field.

Spring in Manitoba will often yield fantastic soaring, and this year was no different. We had thermals topping upwards of 12,000 feet with corresponding temperatures at that altitude in the -15°C range. Those unprepared for this temperature soon realized how cold affects performance and more than one pilot came home early as a result of the chill.

With the strong spring soaring came plenty of fun and adventure for those flying cross-country and this year yielded a couple of 600 km flights and also plenty in the 350-400 km range. Another continued activity is utilizing the *Proving Grounds* initiative to foster more cross-country excitement. The most popular short cross-country is the task around our gliding activity area, a distance of 60 km. This is easily done on most soaring days without being beyond final glide distance

and has encouraged several to plan to go out beyond this to the more challenging second and third tasks ranging upwards of 160 km. We hope that 2022 will see a continuation of this fantastic program.

We had one addition to the privately owned glider fleet, a Discus showed up in late March for its first flights and over the summer, the new owner, Gerald Ashcroft, flew it 67 times for over 89 hours total. And at every post-flight discussion, the smile on his face was as big as his very first flight in it.

Overall the WGC flew 746 flights, had two new licences issued, one Silver badge, and countless miles logged on the OLC. Financially we have weathered two years of restrictions due to COVID but go into 2022 in sound shape.

On the promotional side of our operation we had gliders on display at two events at the Morden Regional airport. The first was a group effort wherein we air-towed our PW6 the 60 km for a Friday evening "Fryday Fly-In", which is a regular summer BBQ event and attracts a large contingent of private pilots and often upwards of 25 aircraft. Our plan allowed for four club members to attend, with two members each switching seats from the glider to the towplane for the leg home. One member, also a tow pilot, received instruction on doing level cross-country towing on the leg home, a valuable lesson.

The second event was with a private Jantar, also going to Morden, this time for the first ever Discover Manitoba Aviation day. A host of flying clubs and activities were on hand along with about 50 private aircraft that flew in from all over southern Manitoba. The Jantar and Scout towplane were front and center near the small airport terminal building and we were busy all day answering questions. A post-event report to SAC allowed for funding of these two events through their promotional funding program and the Winnipeg Gliding Club wishes to formally thank SAC for their continued support.

One great initiative in 2021 was the development of the Manitoba Soaring Scholarship. This \$1000 award is given to an already licensed Manitoba Air Cadet under the age of 25 to encourage participation at the WGC. Funding comes from two sources, a portion from the Manitoba Soaring Council with funding held in trust at the Winnipeg Foundation and the remaining 50% from the WGC utilizing funds bequeathed from the late Larry Morrow, a long term member who passed away in 2019. Our first recipient was able to convert to solo on our PW6 in six flights and also had his longest soaring flight as well on his first solo. This scholarship will again be offered in 2022.

SOUTHERN ONTARIO ZONE – Paul Parker

2021 was a year that tested our clubs and they responded with creativity and enthusiasm. Despite more COVID waves and wet fields in both spring and fall, vaccinations plus safety protocols and careful determination enabled clubs to provide a safe base of operations and to increase training and student activity over 2020. Clubs topped up the SAC Youth Scholarships to help encourage more youth in our sport. With most courses

moving online, SOSA shared their winter series of *Hangar Talks* with SAC pilots across the country. This approach proved very successful with 100 pilots joining the webinar on most topics and is expected to be continued in future years. David Donaldson from Great Lakes led the charge to develop safety and instructional materials online with *Howspace* resources to be introduced at the AGM.

Some excellent cross-country flights were recorded on the OLC with Luke Szczepaniak's June 2021 flight of 860 km in Southern Ontario (including a 608 FAI triangle) exceeding the best Southern Ontario flight of 2020, Jerzy Szemplinski's 795 km. *Proving Grounds* continued to be used by early cross-country pilots to develop their skills on familiar tasks that are close to home. The results are adjusted for the handicap of the aircraft and some of the fastest handicapped flights were flown in the two-seat trainers. Congratulations to all participating pilots.

Collectively, the membership at our five clubs was 272, down 3% from 281 in 2020. However, the experience was mixed and it was good to see a resurgence in membership at both London and SOSA.

Financially, most clubs faced less flying revenue due to the shortened season and less revenue from introductory flights due to COVID protocol restrictions. However, new assets were also acquired by some clubs and members can enjoy using the gliders and towplanes into the future. The SAC *Safety and Instructor Development* grants were used to purchase important safety equipment and to train new instructors. COVID aggravated an instructor shortage in many clubs and it is good to see a new set of volunteers stepping up. We look forward to continuing to develop a culture of safety among all instructors and pilots.

Additional details are provided in the club reports below. Have fun and continue to fly safely.

Great Lakes Gliding Club – David Donaldson

We had a fairly quiet season with less activity than on an average year. The choice was made to insure the entire club fleet. We did run instructor training session this season with four candidates. Three candidates have completed the course and submitted paperwork to TC. The fourth candidate is planning to complete his training this spring. We have also started to run our annual ground school that we migrated to *Howspace*. The 2022 season looks like it shaping up to be a good one.

London Soaring Society – Jeff Robinson

The 2021 season had a number of challenges including the continued pandemic restrictions, a prop strike, fly week being moved to SOSA, and a very wet fall season. Despite this, several of our members were able to accomplish memorable soaring achievements and push their flying skills to new heights.

The pandemic restrictions presented a curve ball for our early season check-out flights again. The overall safety considerations were repeated this year with masking during dual flights, aircraft cleaning protocols and contact tracing documentation. While it is expected that some of the pandemic mandates will be lifted

by the province this year, some habits such as the newer cleaning protocols will likely continue.

We were able to continue hosting guests for introductory flights, 4-packs, and family and friends. In early September we hosted a family from one of the club's original members, Kurt Hertwig. Many of his great grandkids and other relatives went up for a glider flight thanks to our hardworking members. His family reached out following that weekend to express their gratitude for the flights and fond memories of Kurt's flying at London Soaring.

On 20 June we had a prop strike with our towplane, C-FOHJ. Fortunately, nobody was injured on the ground nor in the aircraft. The towplane was suddenly unavailable for our fly week at Embro and would not return until the last weekend of July. Many of our members contributed to the relatively quick return of OHJ. Thanks to everyone who was involved in this extensive process. MISix coordinated much of the repairs for the prop strike and followed up with some additional work on OHJ later in the season. Additional thanks goes out to Karl for doing some aerotowing with his aircraft during this period.

The prop strike required that we alter our plans for fly week, during the third week of June. Dale Guenter, president of SOSA, generously offered their club as a base of operations for the entire week, and beyond if required. Several of our members coordinated the move of two club aircraft and a private glider to SOSA for the week. Conditions were amazing on at least two days midweek for some terrific soaring. Our members stepped up to the challenge of flying in somewhat unfamiliar airspace and slightly different operating procedures with great success.

With the return of OHJ, August was a busy month for flying. Unfortunately, the fall season would prove to be much less busy as repeated wet weather systems completely saturated the airfield. The surrounding area was heavily flooded and did not drain sufficiently to safely launch or recover aircraft through some of September and all of October.

Finally, I would like to thank everyone involved in many of our gatherings this year. Despite the challenges of the pandemic, we were still able to host several potluck/BBQ events and maintain the important social atmosphere of our club. This was welcome relief for many of us during a particularly challenging year all round.

SOSA Gliding Club – Dale Guenter

A little lift at SOSA. 2019 was the year we hosted the Americas, and 2020 was the year we crawled out of our COVID caves to one of our very best cross-country seasons. It's hard to know how to summarize 2021. It may have been the earliest ever start for flights and training, on March 21 (only to be shut down by pandemic a few weeks later). It was a year of navigating public health restrictions; rebuilding the club membership to reach our usual pre-pandemic levels, and one of our best years for training and student progress. It was also a year of record moisture, often unflyable runways, reduced number of instructors, and no introductory flights till September. With a few clever decisions about the fee schedule, we had the highest early

season membership we can recall. But challenging weather kept total flying to the same level as 2020.

Here are a few highlights:

- Hosted national virtual *Hangar Talks* through the winter with up to 100 attending.
- Signed up 120 flying members, along with 26 students (14 of whom were new).
- Remarkable success in the speed of progress from pre-solo to licence.
- Introducing a new *Introduction to Gliding* 4-week course in spring, taught by instructors paired with newly graduated students, and 8 of 13 students starting flying in the spring.
- A highly successful cross-country training week (maybe the best week of the season).
- 79,000 km of cross-country by 48 pilots on OLC, above our 10 year average (and a few really incredible flights) in spite of many weeks of marginal weather.
- A balance sheet much improved from 2020, and reaching almost our pre-pandemic levels even without any intro flights till September.
- No accidents and a generally very good year for safety.
- Sale of an LS4, arrival of several new private ships, and order of a brand new DG 1001 for 2023.
- A brand new tractor, and a much revised threshold for runway 03.

For a damp year to say the least, this club provided a lot of lift. We all needed it. It's so great we have a sport like this to keep spirits up when times are this hard.

Toronto Soaring – Dave Cole

Toronto Soaring managed to complete a major upgrade project in 2021 that was six years of effort in the making!

We upgraded our towplane to a 2008 High Country Citabria! We had been watching the market and checking out candidates seriously for 2+ years. After the pandemic hit, very few planes were being offered for sale and the prices jumped significantly. When we saw the right plane last June we immediately went into action. Getting the airplane into Canada and re-registered during the pandemic was quite a feat. By the end of August, we had GTSC online with a new Tost hitch and sold our beloved GGIV to a new home in Winnipeg. A big thanks thanks to our volunteers for the many days of work that made this project a success and to Doug Scott and Sue Bishop for their donations.

Our club had a very well attended ground school in 2021 thanks to Mike Mogulis. Our intros and instructional flights were lower than usual due to the COVID restrictions. The weather was wetter than average which also affected our total flights. The numbers: 5 new members, 40 total members, 401 total flights

York Soaring – Dave Bax

Another year of COVID. York Soaring again maintained a relatively rigid regime compared to other clubs, including no intro flights. Despite this, the membership increased 10% and the number of flights were up 50% over 2020. However, still well down from pre-COVID.

Nevertheless, the club achieved much over the year. A 5-year program of infrastructure improvements commenced. In 2021 alone we capitalized on our relatively new campground septic system by extending access to the clubhouse; the four shower washrooms and entrance deck were properly enclosed and roofed through volunteer effort; disabled access to the washrooms through a government grant; tractors were fully serviced and several club glider trailers made fully fit for purpose. Future years (2022-2025) will see continued improvements, with one of the hangars in need of roof repair, the clubhouse will receive much needed care and attention and the demolition of an old farmhouse. Not least, probably, a complete tiling of the property at the end of 2022, leading to a much-needed extension of our flying season by a few weeks and an important pre-requisite to dealing with water drainage issues in the vicinity of our buildings.

Our members received the sad news of our club's founder, Walter Chmela, passing away on 10 July. Walter was a force of nature, relentless in his mission to bring gliding to Canadians, especially young pilots. Walter was inducted into the Canadian Aviation Hall of Fame in 2006 – a well-deserved honour.

A major challenge to the club was the proposed *Xplorner* communication tower to be built within our glider and towplane circuits. We followed up every path we could, locally and federally. Many thanks to the several clubs and SAC for providing letters of support. In the end, against the expectation of many, we successfully blocked the proposal. The key was convincing the local council that they had meaningful power to challenge the federal authorities on our behalf. If any club is faced with a similar issue, we would be happy to provide advice.

Cross-country activity was minimal, with some C, Bronze and Silver legs gained; but there was the considerable interest in the bi-weekly online cross-country group meetings.

Due to our ability to maintain a seven day a week operation, weather permitting, several students made rapid progress to solo during the year.

During the current off-season, the club is supporting the Youth Flight Canada encouragement of the newly formed Ryerson University Gliding Club, with an online ground school as an addition to their use of a simulator provided by YFC. We hope to welcome many of these students to York in 2022, assisting in their path to licence.

EASTERN ONTARIO ZONE – George Domaradzki

It was another challenging year for the clubs in Eastern Ontario. In the spring of 2021, the Ontario Government imposed new restrictions to reduce the third wave of the pandemic. Clubs were initially not able to conduct dual flights – including annual spring checks. The Eastern Ontario clubs helped each other by sharing information, interpreting regulations and ideas in order to maximize operations. Later in the summer, as the impact of the pandemic decreased substantially, the restrictions were relaxed. Clubs were allowed to conduct

dual flights. Nevertheless, some clubs decided not to open completely to the public or to new students. We also had to contend with SAC insurance conditions that required annual spring check flights. The requirements were lessened somewhat to allow for self-check flights for higher experienced pilots. In the end, all three clubs were conscientious about maintaining safety standards.

Fortunately, club members are increasingly comfortable with video conferencing and other online tools. All clubs have made use of these tools to conduct safety seminars, recurrent training sessions, and to even have competitions and training with the *Condor* soaring simulator. Even so, let us hope to return to normal operations in 2022.

Gatineau Gliding Club – Roger Hildesheim

2021 was another year of continued adaptation and adjustment as we aligned our club operations to comply with provincial COVID restrictions. Within that framework we still managed to have a very active year at GGC with tremendous volunteer engagement of many members for both flying and non-flying activities. We made the decision early in the season to not conduct any introductory or dual instructional flights until we had a sufficient number of members that were double vaccinated. We were able to restart limited flight instruction in late August. The number of flights in 2021 dropped to 380 with the majority of these being flown in club single seat and private gliders. We also minimized our aircraft costs by not insuring our Puchacz and getting hull insurance for only one towplane being in use at a time.

"Doodle" and "Zoom" continued to play a large part in keeping all aspects of our flight and admin operations organized. We were fortunate to have only minor maintenance issues in 2021.

During the winter months and continuing through late spring season, we continued our GGC-hosted *Tuesday Night Soaring* on the *Condor 2* soaring flight simulator (thanks to Dan Daly). This has now become a regular event with members from local area clubs joining in on the fun. We primarily use the Eastern Ontario *Condor 2* scenery (thanks to Nick Bonnière) but have been switching to monthly scenery changes from around the world.

Our joint GGC/RVSS glider pilot ground school saw 22 students staying with the program to completion in March. But we were not able to get these students into the air in 2021 due to provincial and club COVID protocols. In April we conducted another of our mandatory Annual Recurring Training Seminar (ARTS) virtually, using Zoom, for all flying members of GGC.

Our annual MayFly Fun Learning Contest was again cancelled in 2021 and scaled back to a semi-formal virtual online event using *Condor 2*. Depending on the status of COVID restrictions in 2022, we are planning to conduct another "virtual" MayFly in the early spring of 2022 if COVID restrictions have not been eased. Our annual fall wave flying camp in Lake Placid was also cancelled due to COVID cross-border restrictions.

The core flying season ended in November with winter storage hangar packing. 2021 was certainly another unusual year for

GGC but we successfully weathered the initial COVID storm by scaling back 2021 expenditures which has left the club in good shape for the upcoming 2022 season. Let's all stay safe and hope that 2022 allows us to return to our standard flight operations.

Montreal Soaring Club – Kurt Sermeus

Unfortunately, 2021 was in many regards a repeat of 2020, with major interruption of soaring activity due to COVID related impact, both in terms of regulatory restrictions and reluctance of pilots to fly dual. In a way it was worse, because the interruption came more unexpected and when the flying season had already started.

Right after our first flying day in mid-April, the province of Ontario issued a stay-at-home order, essentially stopping all club activity. Flying operations could resume five weeks later, though only for solo flights. Luckily special rules of the insurance program were in place allowing a temporary suspension of the check flight requirement until dual flights were allowed again from June 11th. Many thanks to the SAC leadership for the foresight and fast action on this matter.

Once the Ontario emergency measures allowed dual flights, limited instruction has been done – with the student pilots who already were on the program. Several experienced pilots joined the club in 2021, but no other new members were accepted. The club has remained closed to the public since the start of the pandemic. Seven out of eight of the club gliders and one towplane were flight insured. In all, flying activity was about the same as in 2020, which means down by almost 50% compared to 2019.

Despite lower flying activity, a lot of work has been done in 2021 on improving our club operations. One new project was a complete overhaul of our club Operations Manual, which included important changes in terms of pilot recency requirements and organization of ground traffic on our airfield. The new Operations Manual will be further completed and kept up to date with annual reviews. Another major project, and the main spending, in 2021 was the complete rebuilding of a large portion our runway. Besides levelling and reseeding half of the old runway, drainage was added to allow extending the runway in the future. Work has started also on a project aimed at expanding hangar space; this will form over the next few years, the main area of investment for MSC. Last but not least, MSC also continued the implementation of FLARM – 75% of the glider fleet, both club and private, is now FLARM-equipped and the rest will follow in 2022.

Flight training was in 2021 at an all-time low level. Nevertheless, two new instructors joined the ranks of the instruction team. MSC decided not to organize a ground school this winter, because of the still uncertain outlook on flight training in 2022 and since we still have a backlog of aspiring student pilots on our waiting list.

Despite the challenges, some good flying fun was possible. For those who managed to fly at the right days, it was a great season with excellent thermal conditions.

Rideau Valley Soaring – George Domaradzki

Rideau Valley Soaring finished the year with 59 members in 2021. This is the same number we had in the previous year. We are satisfied to have kept the same number of members, considering the difficult circumstances caused by the pandemic. Also, we ended up having 937 glider flights this season. This is a relatively high number, bearing in mind we had to delay the start of the season because of Ontario COVID restrictions. The following timeline shows how we gradually opened up our activities while respecting the Reopening Ontario Act.

Apr 2021 As an outdoor recreational amenity, the club is not allowed to open due to Ontario COVID restrictions.

May 20 The easing of restrictions allows outdoor recreational amenities to open to a certain degree. Gatherings of up to five people are permitted. RVSS opens May 24 for solo flights only.

June 14 Further easing of Ontario COVID restrictions. Dual flights permitted for annual check flights only.

July 8 Instructional flights are permitted. New members with first vaccination are permitted to join.

July 28 Intros and guest flights permitted. All must declare their vaccination status. The decision is left with each pilot-in-command to take passengers or students. About two thirds of instructors prefer not to fly dual with people who are not fully vaccinated.

Aug 8 RVSS decides that all members, guests and visitors must be fully vaccinated. Prior to this decision, some members have expressed they felt uneasy not knowing the vaccinations status of others around them. We had full support for the full vaccination requirement from nearly all members. Only one new member had to be turned back.

After the gradual loosening of restrictions, the season finally returned to normal. At season end, we were relieved that there were no confirmed cases of COVID throughout the season.

As in the previous year, we were fortunate to have new instructors join the club and provide instructions for the fifteen new students that joined and the four that continued from the previous year. We were also able to conduct a Bronze badge training week that enabled many of our members to qualify for cross-country flying. All-in-all, a good year, considering the complications caused by the pandemic.

EAST ZONE – Sylvain Bourque

Malgré la deuxième saison de suite ayant à vivre avec la pandémie de COVID et les grands défis qu'elle a engendré, les trois clubs actifs de la région de l'Est ont eu une très bonne année vélivole 2021. Le nombre de membres de l'AVVC et du CVVQ furent supérieur aux années précédentes la pandémie. Les activités de vol ont pu débuter normalement début avril comme normalement. Les vols en double ou d'instruction permis en respectant des mesures sanitaires provinciales strictes.

Malheureusement, nous n'avons pas eu d'information des activités de l'ACE et ACES. L'ACE de Bromont semble peu actif et a enregistré six membres cette année. Le nouveau club CVV Saguenay avec

14 membres ont débuté leurs opérations de vol. ACES n'a pas eu d'activités

Ceux qui pouvaient se rendre disponibles quand les rares journées vélivolable étaient au rendez-vous ont quand même pu faire quelques beaux vols. L'AVVC a terminé au troisième rang sur OLC Canada et le CVVQ suivant de près au quatrième rang. 16 vols de plus de 500 km ont été faits dans notre région. Alain Thirion a fait le 6 mai 562 km en Hph304CZ-17, Gabriel Duford le 29 mai 542 km en Hph304S-17 Shark et Pierre Cypihot 501 km en SZD-55. Pierre Beaulieu du CVVQ a fait 515 km en ASW-20 le 29 juillet. Il y a eu aussi 34 vols dans les 400 km et 57 dans les 300 km ont aussi été faits dans la région de l'est.

Quatre membres de MSC résidant au Québec sont venu débiter leur saison à l'AVVC étant donnée que l'Ontario était en confinement. André Pépin a fait quatre vols de plus de 600 km de St-Dominique dont un de 677 km, Pierre Gavillet 644 km et Patrice Gravel 633 km. Grâce à leur visite, l'aérodrome de St-Dominique est devenu le deuxième meilleur terrain de décollage après SOSA.



2021 was a very good year in general in the East Zone, even with the second year of the COVID pandemic and its related challenges. If we compare with before the pandemic, there was a rise in membership for AVVC and CVVQ. Our flying activities started in April like before the pandemic. Dual and instruction flight permitted with strict sanitary measures.

Unfortunately, we have not received any report on the activities of ACE and ACES. The ACE from Bromont does not appear to be very active and has registered six members this year. ACES were not flying this year. The new CVV Saguenay club with 14 members started their operations.

For those who could make themselves available when the few days of soaring where there, we were able to make some nice flights. AVV Champlain finished third over OLC Canada and CVVQ was fourth. Sixteen flights of more than 500 km were made in our region this year. On 6 May, Alain Thirion did 562 km in his Hph304CZ, Gabriel Duford 542 km in his Hph304S-17 Shark, and Pierre Cypihot 501 km in his SZD-55. Pierre Beaulieu from CVVQ did 515 km on 29 July in his ASW-20. Also, 34 flights of more than 400 km and 57 of more than 300 km were made in the East Zone.

Four MSC members residing in Quebec came to start their season at AVVC as Ontario was in lockdown. André Pépin made four flights of more than 600 km from St-Dominique including one of 677 km, Pierre Gavillet 644 km and Patrice Gravel 633 km. Thanks to their visit, the St-Dominique airfield has become the second best take-off ground after SOSA.

AVV Champlain – Anny Gagnon

Les 60 membres du Club ont eu une année hors normes à bien des égards. Une année d'accueil et d'entraide: Serge Morin de l'AVV Saguenay est venu se faire vérifier à Champlain avant d'aller diffuser son expérience dans le nouveau Club et des expatriés du MSC ont été accueillis en début de saison jusqu'à l'ouverture de la frontière Ontario-Québec.

La présence de ces invités a aiguisé la compétitivité de plus d'un. Des records personnels ont été battus et il y a eu plusieurs vols tout à fait remarquables cette année. Bien que ce ne soit pas l'un des plus long vol, l'aller-retour CSS4 - Mt-Mégantic de Carole King en Libelle n'a rien d'habituel!

Suite à l'accident d'un des deux ASK-21 au milieu de l'été et à la réfection du moteur d'un des deux remorqueurs rendue nécessaire au début d'octobre, une réduction du nombre de vol serait normal. Mais encore là, le nombre total de nos vols a dépassé, de plus de 200, celui de la moyenne des 5 dernières années.

Saison 2021 exceptionnelle débutée tôt, avant la mi-avril, et terminée, comme l'an dernier, à la mi-novembre permettant 88 jours de vol. Le total de 1473 vols inclus 554 vols d'instruction, 93 vols réguliers de familiarisation et 124 de voltige (dont 48 d'instruction et 15 de famil).

Le nombre total de chacune des catégories de vol a dépassé ce qui a été fait en 2019 et 2020 et seuls les vols d'instruction sont en baisse par rapport à 2017 (-17%) et 2018 (-13%). Également, en 2021, les membres ont volé plus de 110 vols solo (ou avec invité) de plus que lors de la précédente saison.

Une cohorte d'aspirant instructeurs sont actuellement en processus de formation afin d'aider à répondre à la demande.



L'AVVC s'est classé 3e Club au Canada sur Online Contest (OLC) avec 57 347 points amassés, soit près de 19 000 points de plus qu'en 2020 et 2e terrain derrière SOSA. Vingt-neuf valeureux membres ont participé avec une excellente moyenne de 177 km/vol. Donc, plus de vols et des vols plus longs! Dix vols de plus de 500 km: le plus long à 562 km.

Au niveau de la flotte, le ASK-21 accidenté est parti se faire réparer en Allemagne et devrait se retrouver sur la ligne de vol en 2022. Également, la recherche d'un active d'un 3e remorqueur est lancée afin de pouvoir aligner deux remorqueurs même lorsqu'un des aéronefs nécessite un entretien prolongé. À noter, le travail exceptionnel des bénévoles au niveau de l'entretien de la flotte!

À suivre en 2022, l'élaboration d'un plan quinquennal débuté en 2021 qui permettra d'orienter le développement du club dans les années à venir.



The sixty members of the club had an exceptional year in many aspects.

A year of welcoming and mutual aid: Serge Morin from AVV Saguenay came to be checked at Champlain before going to spread his experience at the new club, and expatriates from MSC were welcomed at the beginning of the season until the opening of the Ontario-Quebec border. The presence of these guests sharpened the competitiveness of more than one. Personal records have been broken and there have been several quite remarkable flights this year. Although not one of the longest flights, Carole King's CSS4 / Mt-Mégantic round trip in her Libelle is not usual!

Following the accident of one of the two ASK-21 in the middle of

the summer and the repair of the engine of one of the two towplanes made necessary at the beginning of October, a reduction in the number of flights could have been expected. However, the total number of our flights exceeded by more than 200 that of the last five years.

The exceptional 2021 season started early, before mid-April, and ended, like last year, in mid-November allowing 88 days of flying. The total of 1473 flights included 554 instruction flights, 93 regular familiarization flights and 124 aerobatic flights (including 48 instruction and 15 intros). The total number of each of the flight categories exceeded what was done in 2019 and 2020 and only instruction flights are down compared to 2017 (-17%) and 2018 (-13%). Also, in 2021, members flew over 110 more solo (or guest) flights than the previous season.

A cohort of aspiring instructors are currently in the training process to help meet the demand.

AVVC ranked third in Canada on the Online Contest (OLC) with 57,347 points, nearly 19,000 points more than in 2020 and second behind SOSA. Twenty-nine brave members participated with an excellent average of 177 km/flight. So more flights and longer flights! Ten flights over 500 km: the longest at 562 km.

At the fleet level, the damaged ASK-21 left the country for repairs in Germany and should be on the flight line in 2022. Also, the active search for a third towplane has been launched in order to be able to align two towplanes even when one of the aircraft requires longer maintenance. We note the exceptional work of the volunteers in maintaining the fleet!

To be continued in 2022 is the development of a five-year plan started in 2021 which will guide the development of the club in the years to come.

CVV Québec – Richard Noel

2021 a été à l'image de 2020 pour ce qui est de la COVID. Pas de passager et très peu de social au club. Malgré cela, notre membership s'est maintenu 61 membres actifs et 10 membres associés. Nous avons réalisé 1 255 vols dont 17 à Baie St-Paul.

L'addition du Maule M5-235 à notre flotte a été un très bon investissement. Il a travaillé seul tout l'été jusqu'au retour du Pawnee en septembre. Après un an de réfection et plusieurs dollars, nous pouvons dire que nous avons le plus beau Pawnee au Canada !

Nos coûts de remorquages vont prendre un bon thermique en 2022 avec l'utilisation du Avgaz uniquement, deux moteurs 6 cylindres sur nos avions et le prix actuel de l'essence, il va falloir être efficace à trouver les ascendances.

Nous avons eu quelques incidents mineurs mais malheureusement un accident impliquant un membre qui a subi de graves blessures. Son planeur est une perte totale, mais notre pilote a quand même réussi à faire quelques vols en fin de saison après son rétablissement.

OLC a encore une fois été une bonne motivation pour 27 de nos membres qui se sont partagés 46,245 km. Nous avons eu trois nouveaux élèves solos et 2 licences planeurs.

Voilà pour les nouvelles, l'ambiance est quand même très bonne malgré cette pandémie !



The 2021 season more or less mirrored 2020 regarding COVID, with no passengers and very little socializing at the club. Despite this, our membership remained the same, with 61 active members and 10 associate members. We performed a total of 1255 flights, including 17 at Baie-Saint-Paul.

The addition of the Maule M5-235 to our fleet was a very good investment. It worked on its own all summer until the return of the Pawnee in September. After a year of repairs, and quite a few dollars, we can now say that we have the finest Pawnee in Canada!

Our towing costs will be soaring in 2022 with the exclusive use of Avgas, two six-cylinder engines, and the price of gasoline, so we're going to have to be effective in finding the good lift.

We had a few minor incidents this season but there was unfortunately also an accident involving a member who sustained serious injuries. His glider is a total loss, but our pilot was nonetheless able to do a few flights at the end of the season after he recovered.

OLC has once again been a good source of motivation for 27 of our members, who shared 46,245 km. We had three new solo students and two glider licences.

That's it for the news, and I must say that there was a very pleasant atmosphere despite the pandemic!

CVV Saguenay – Pascal Mourgues

Enfin notre petit club en démarrage, as pu prendre son véritable envol pour la saison 2021.

En effet après de long mois a tergiversé avec les inspecteurs de Transport Canada et notre importateur de Québec, notre SF28A a obtenu son fameux sésame administratif lui permettant de voler dans les cieux canadiens. Notre SF28 a reçu son certificat de navigation daté du 13 Mai 2021. Il était moins une, pour que le SF28 retourne dans son club français, un peu exaspérer des demandes faites par les autorités.

Tout cela est maintenant derrière nous et cette saison 2021 a été une belle petite année de démarrage. Celle-ci a commencé par son vol inaugural le 29 mai 2021 réalisé par Serge Morin et Pascal Mourgues, un vol de 1h10 au-dessus de la région du Saguenay en local de CYRC, notre aérodrome d'attache.

Comme ce fut notre premier vol, et pour une reprise en main de la machine, nous avons par sécurité, décidé de ne pas couper le moteur lors de ce premier vol inaugural, par contre nous avons pu thermiquer, le moteur en étant au ralenti pendant près de 45 minutes. Cela nous a permis de redécouvrir notre motoplaneur et cette sensation de glisse. Une machine très saine. Comme je la connaissais en France.

Cette première saison du CVVS, a fait état de 11 membres inscrit,

donc 3 personnes de plus de 25 ans. La majorité étant des jeunes de moins de 25 ans. Le CVVS est heureux d'être un club à la moyenne d'âge très jeunes, mais avec une expérience assez intéressante, puisque la plupart de nos membres sont des élèves pilotes du CQFA, école et hangar qui se situe à trois minutes sur la même rampe que notre hangar. La plupart des élèves du CQFA volent plus de 100h d'avion par année. David Girard, notre responsable des jeunes et le plus actif, a réalisé cette année le plus important nombre de vol avec le SF28. Il a totalisé près de 50 h sur le SF28, du 29 Mai 2021 au 20 novembre 2021.

Voici quelques points saillants de la première année d'activité du CVVS :

- Premier vol du CVVS : 29 mai 2021- SF28 - Serge Morin - Pascal Mourgues - 1H10
- Dernier vol de l'année 2021 - 20 Novembre - SF28 - David Girard - emport passager - 0H50
- Nombre heure cumulatif tous les pilotes 2021 : 93H32
- Nombre heure total machine 2021: 55H06, dont total moteur: 34H10
- Nombre de vol 2021: 85 vols

Tout notre comptabilité et planche de vol, rapport, tenue des comptes pilotes, documentation, formations, agenda, licences, autorisations de vols, état du parc machine sont gérés avec le formidable outils du GIVAV français qui permet une tenue des planches automatique, des rapports clairs et précis, et surtout une comptabilité tenue à la perfection sans être un grand comptable. Cela permet aussi à chaque pilote de connaître exactement sur son téléphone intelligent ou sa tablette où en est son compte pilote, ainsi que tous ses heures de vol. Je recommande vivement à tous les clubs son implantation qui est extrêmement facile (Cette application est utilisé par 80% des clubs en France et coute très peu chère, pour 2021 ça nous a coûté 160\$). Cela permet aux dirigeants de ne plus être de longues heures à faire de la saisie fastidieuse, de tenir les comptes et toutes ces tâches administratives qui pourris la vie d'un pilote planeur. On est bien mieux en l'air !

Conscient d'avoir une seule machine, nous avons fait une belle petite année, et espérons que pour l'année 2022 qui s'en vient, nous devrions encore être plus performants. Ce le devrait car nous allons pouvoir compter probablement sur deux instructeurs locaux en supplément de Serge Morin. Avec peut-être la chance d'en voir d'autres venir au CVVS, quelques jours ou semaine pour l'été 2022. Des instructeurs se sont déjà manifestés

Nous avons la chance au CVVS d'être situé sur un aéroport (CYRC) qui ne ferme pas ses pistes l'hiver, notre activité étant annuelle et nos inscriptions pour l'année 2022 sont déjà en cours.

Actuellement en cette période de grand froid, on ne vole pas, mais l'activité du CVVS est quand même palpable, puisque nous continuons pour certains à s'être retranché coté simulateur avec Condor. Nous volons presque tous les jours en multi-joueurs. Cela est vraiment intéressant. Et pour les élèves, nous pouvons les visualiser à leur poste de pilotage, et pouvons les guider facilement tel un instructeur avec eux dans le planeur pour leur leçon de vol, tous ceci à distance, dans le confort de chez nous. Ceci est donc très formateur. Pour les plus expérimentés, cela nous maintient en condition, nous permet de nous améliorer et d'être prêt pour la saison réelle.

En virtuel depuis ce début d'année 2022, nous avons réalisé en date du 17 janvier près de 58 h de vol, à 4 pilotes et près de 6500km, essentiellement sur des terrains français. Tout ceci est possible grâce à une entente prise avec les concepteurs du logiciel Condor qui as offert un prix au CVVS pour obtenir dix licences Condor à un prix intéressant. Les dix licences sont la propriété du CVVS, et ont été payé par notre club. Le CVVS prête gratuitement une licence Condor aux membres de moins de 25 ans à la demande de ceux qui veulent participer à cette activité.

C'était plus facile pour le club cette année de pouvoir fonctionner ainsi avant de se procurer un simulateur. La pandémie nous obligeant à rester en distanciation, cela fut la meilleure solution trouvée. De plus cela permet plus de liberté à chacun et permet à un plus grand nombre de pilotes de se retrouver pour cette activité hivernale, sur les serveurs E-planeur du CVVS, et de son système de communication radio, tous cela mis en place au CVVS.

On attend maintenant les journées plus chaudes au-dessus du point de congélation en 2022, possiblement en février ou mars, pour ressortir notre SF28, et peut-être aurons-nous la chance d'avoir des journées hivernales d'ondes, que nous attendons avec impatience. Nota : Pour les personnes intéressées par le système de gestion informatisé vol à voile que le CVVS utilise nous pouvons vous faire une démonstration en ligne, contacter par mail a volavoilesaguenay@gmail.com ou par téléphone au 418-540-3939.



Finally, our little starting club could take off for the 2021 season. Indeed after long months of procrastinating with Transport Canada inspectors and our Quebec importer, our SF28A obtained its famous administrative *open sesame*, allowing it to fly in Canadian skies. Our SF28 received its navigation certificate dated 13 May 2021. It was one minute to midnight for the SF28 to return to its original French club, being a little exasperated by the wait for the certificate of airworthiness.

All of this is now behind us and the 2021 season was a great little start year. It began with its inaugural flight on 29 May, carried out by Serge Morin and Pascal Mourgues, for a 1h:10 flight over the Saguenay region, in the local area of CYRC, our home aerodrome.

As it was our first flight, after starting the engine, we decided not to cut the engine during this first inaugural flight, and were able to heat it up by idling the engine for nearly 45 minutes. This allowed us to rediscover our motorglider and this feeling of gliding. A very healthy machine as I knew her in France.

This first season of the CVVS had 11 registered members, 3 over 25 years old, the majority being young people under the age of 25. The CVVS is happy to be a club with a very young average age, but with a rather interesting situation, as most of our members are student pilots from the CQFA, with the school and hangar located three minutes away on the same ramp as our hangar. Most fly more than 100 hours per year, and our youngest and most active manager, David Girard, has made the most flights this year with the SF28. He totaled nearly 50 hours on the SF28 from 29 May to 20 November 2021.

Here are some highlights of the first year of activity of the CVVS:

- First flight of the CVVS: 29 May in SF28 by Serge Morin and Pascal Mourgues for 1h10
- Last flight of 2021 – 20 November: SF28 - David Girard - passenger carry - 0H50
- Total pilot hours: 93H32
- Total machine hours: 55H06, of which total engine: 34H10
- Flights in 2021: 85

All our accounting and flight board, report, keeping of pilot accounts, documentation, training, agenda, licences, flight authorizations, state of the machine park are managed with the formidable tools of the French GIVAV which allows automatic board keeping, reports clear and clean, and above all an accounting kept to perfection without being a great accountant. This also allows each pilot on his smartphone or tablet to know exactly where his pilot account is, as well as all his flight hours. I strongly recommend it to all clubs as it is extremely easy to set up (this application is used by 80% of clubs in France and costs very little, for us this year it was \$160). This allows the manager to no longer have long hours doing tedious data entry, keeping the accounts and all those administrative tasks that rot the life of a glider pilot.) We are much better in the air.

Even having only one machine, we had a good little year, and hope that for the 2022 we will be even more efficient. It should be because we will probably be able to count on two local instructors in addition to Serge Morin. Perhaps there is the chance of seeing others come to the CVVS for a few days or weeks of the summer of 2022. Instructors have already come forward.

We are lucky at CVVS to be located at an airport (CYRC) which does not close its runways, so our activity is year round, and our club registrations for 2022 are already open. Currently in this period of great cold we are not flying, but CVVS is still ac-

tive, since some of us continue with simulator flight via *Condor*. We fly almost every day in multiplayer mode. This is really interesting. For the students, we can “see” them in their cockpits, and can easily guide them like an instructor with them in the glider for their flight lesson, all this remotely, in the comfort of our home. This is very formative. For the more experienced, it keeps us in condition and allows us to improve and be ready for the real season.

Since the beginning of this year (17 January 2022), we have achieved nearly 58 hours of virtual flight, with four pilots and nearly 6500 km, mainly from French airfields. All this is possible thanks to an agreement made with the designers of the *Condor* software who offered 10 *Condor* licences at an attractive price. The licences are the property of CVVS, and have been paid for by our club. The CVVS lends a *Condor* licence free of charge to members under 25, at the request of those who want to participate in this activity.

It was easier for the club this year to be able to operate like this before getting a simulator. The pandemic forcing us to stay away, this was the best solution found. In addition, it allows more freedom for everyone and allows a greater number of pilots to meet for this winter activity, on the E-glider servers of the CVVS, and its radio communication system, all of this set up at the CVVS.

We are now waiting for warmer days above freezing in 2022, possibly in February or March, to bring out our SF28, and maybe we will be lucky to have winter days of waves that we are waiting for with impatience.

Note: For those interested in the computerized gliding management system that the CVVS uses, we can give you an on-line demonstration, contact by email at volavoilesaguenay@gmail.com or by phone at 418-540-3939.



A Moswey 3 flying at the International Vintage Glider Meet in Elmira, New York

TREASURER'S REPORT on 2021 Financial Activities

Jay Allardyce

AFTER NOT COLLECTING MEMBERSHIP FEES in 2020, SAC returned to its normal fee structure for 2021. As a result, revenue was much higher than 2020, although overall membership numbers were still down relative to prior years due to the ongoing effect of the pandemic on club operations. Expenses were lower this year than in pre-COVID years mainly due to the fact that there was no in-person AGM and no Canadian participation in the World Championships. A lower uptake of the Safety & Instructor Development Grant program and lower *free flight* expenses also contributed to lower total expenses in 2021. A major change for SAC in 2021 was having a new Office Manager and discontinuing the contract with COPA. This contributed to slightly higher office management expenses in 2021 as there was overlap between Tom Coulson coming on board to aid the transition from COPA. Although I have known Tom for many years, it has been great working with him in his new role as the SAC Office Manager.

In my 2020 report, I discussed the effect of the pandemic on SAC's investments. Exposure to the stocks of certain companies that were disproportionately effected by the pandemic led to a large loss in 2020.

I'm happy to report that SAC's investments have nearly recovered to pre-COVID levels. On December 31, 2019, SAC's investment balance was \$1,612,647. As of 31 December 2022, SAC's investment balance was \$1,592,090. While this is still below the value on 31 December 2019, it is important to note that \$105,000 was withdrawn from the investments to fund SAC's operations in the last two years, so if you take this into account, SAC is above its pre-COVID investment balance.

Looking forward to 2022, I anticipate expenses to return to more normal levels comparable to pre-COVID expenses. A major line item in the budget is the Safety & Instructor Development Grant. Last year \$40,000 was budgeted but just over \$10,000 was paid out to clubs. I encourage clubs to take advantage of this program and other programs that SAC has that provide financial support to clubs. The Board is always looking for new and interesting ways to support clubs financially so if you have any ideas, please do not hesitate to reach out to your Zone Director.

	2021 Budget	Actual
Revenue		
Membership fees	65,000	57,507
Sales & Services	4,000	3,031
FTSC insurance program	10,000	10,000
Air Cadet / Youth Bursary	1,903	225
Wolf Mix transfer	4,047	0
World contest fund	<u>2,000</u>	<u>0</u>
Total	\$86,950	\$70,763
Expenses		
Management fees	28,000	30,000
Professional fees	4,700	5,100
Bursaries	11,903	10,225
Membership & subscriptions	5,252	5,252
Safety Improvement program	40,000	10,280
Free Flight	33,000	3,429
Club marketing & publicity	6,000	4,665
Meetings & Travel	5,000	3,076
Flight Training & Safety	5,900	0
Contest hosting grants	3,000	0
Website maintenance	5,000	5,656
D&O insurance	2,115	2,219
Sporting committee	12,853	1,006
Cost of goods sold	2,000	1,543
Postage	500	203
Bank & credit card charges	400	415
Non-refundable GST/HST	0	1,152
Bad debt (recovery)	0	(6,300)
Miscellaneous	<u>0</u>	<u>930</u>
Total	\$165,623	\$78,851

SAC 2021 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2021

	2021	2020
REVENUE		
Membership fees	57,507	825
Sales and Services	3,031	2,929
FTSC support from Insurer	10,000	10,000
Youth Bursary & Air Cadet	225	2,099
Total	<u>\$70,763</u>	<u>\$15,853</u>
EXPENSES		
Management fees	30,000	24,000
Professional fees	5,100	4,900
Bursaries	10,225	9,385
Membership & subscriptions	5,252	6,202
Safety improvement program	10,280	13,728
Free Flight	3,429	17,293
Postage	203	45
Cost of sales	1,543	2,895
Miscellaneous	930	700
Meeting & travel	3,076	2,426
Meeting & travel – FTSC	0	391
Directors and Officers insurance	2,219	1,459
Bad debt/(recovery)	(6,300)	7,250
Sporting committee	1,006	1,333
Bank / credit card charges	415	175
Club marketing & publicity support	4,665	4,979
Website	5,656	5,656
Non-refundable HST/GST	<u>1,152</u>	<u>1,513</u>
Total	<u>\$78,851</u>	<u>\$104,330</u>
Operating		
REVENUE over EXPENSE	(\$8,088)	(88,477)
Gain on investment income	172,563	(101,419)
REVENUE over EXPENSE	<u>\$164,475</u>	<u>(\$189,896)</u>

Balance sheet – as at December 31, 2021

	2021	2020
<u>ASSETS</u>		
Current assets		
Cash	51,650	38,407
Short term investments	29,538	25,038
Accounts receivable	2,367	8,046
HST receivable	7,339	8,452
Prepaid expenses	760	760
Inventory	<u>7,530</u>	<u>9,073</u>
	99,184	89,776
Long term investments	<u>1,567,552</u>	<u>1,410,406</u>
Total Assets	<u>\$1,666,736</u>	<u>\$1,500,182</u>
<u>LIABILITIES</u>		
Accts payable & accrued liabilities	37,032	63,816
Deferred contributions:		
World contest	2,124	1,858
Air Cadet/Youth Bursary	71,672	62,883
Wolf Mix	<u>157,984</u>	<u>138,176</u>
	231,780	202,917
Total Liabilities	<u>\$268,812</u>	<u>\$266,733</u>
Net assets in funds		
Pioneer fund	1,006,375	903,918
Unrestricted assets	<u>391,549</u>	<u>329,531</u>
total	<u>\$1,397,924</u>	<u>\$1,233,449</u>
<u>Total LIABILITIES & NET ASSETS</u>	<u>\$1,666,736</u>	<u>\$1,500,182</u>

Notes

The complete audited 2021 financial statement is available on the SAC web site under “Docs”

2022 SAC BUDGET

REVENUES

1	Membership fees	\$56,000
2	FTSC insurance program	10,000
3	Sales of supplies	3,000
4	Pioneer Fund transfer	30,191
5	Youth Bursary Fund transfer	2,500
6	Unrestricted funds draw	43,370
		\$145,061

EXPENSES

1	SAC Office Manager	\$24,000
2	Safety Improvement Grant	40,000
3	Office expenses	500
4	Cost of goods sold	1,500
5	Website maintenance	6,000
6	FAI/Aero Club of Canada	4,993
7	Directors & Officers insurance	2,115
8	Free Flight magazine	16,500
9	Board meetings	5,000
10	Flight Training & Safety	9,400
11	Sporting committee	1,200
12	National team	1,800
13	Youth Bursary program	12,500
14	Club marketing program	6,000
15	Contest hosting grants	7,000
16	OLC contribution	1,053
17	Professional fees	5,100
18	Bank fees	400
		\$145,061

SAC Youth Bursary Program 2021

2021 was a challenging COVID soaring season but has once again proven to be a successful year in support to clubs participating in the SAC Youth Bursary Program. The 11 clubs with the 29 students are listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$166.00 to \$499.00 after consulting on how the club wished to sponsor their applicant(s). In 2021 SAC matched \$10,225.00 of club funding.

Alberni Valley Soaring Association – Griffin Windsor, Tobby Allen

Cu Nim – John Peace (Josh), Taewoo Kim, Kaleb Bagrowicz, Joshua Bagrowicz, Dylan Martin

Edmonton Soaring Club – Sophie Cole

Prince Albert G&SC – Emmanuelle Bergeron

SOSA – Emerson Naruse, Oliver Naruse, Sahil Kate, Julie Clitheroe, John Sellens, Peer Kermack, Felipe Rivera Narvaez, Owen Hoeischer

London Soaring – Lairn Thomas Needham, Kendra Berg, Hayden Cornish-Miller

Toronto Soaring – James Hutchins

Rideau Valley Soaring Association – Devinder Saral

AVV Champlain – Daniel Alejandro Franco Rodriguez, Emeric Auclair

CVV Quebec – Eliot Grosjean, David Girard, Vincent Bouchard

In view of the challenges caused by the COVID pandemic and clubs not sure of starting or completing the student training, I implemented with their concurrence a slight change in the payments of the Bursary funds to the clubs. We forwarded to the clubs 50% of the approved bursary amount with the portion remaining subject to confirmation of amount used by the end of the season. This ensured money was not sent and not used. We will use the same approach in the 2022 season. The program which started in 2009 has proven beneficial to the clubs, the community and the youth in their exposure to our sport.

I have agreed subject to the SAC BODs approval, to continue in 2022 as the contact person for the SAC Youth Bursary Program. Please contact me if you have any questions regarding the program or in making an application or in Fund Raising. Thank you to all who helped make the SAC Youth Bursary Program successful in 2021 in spite of COVID.

Yours truly, David Collard
2060 Gordon Ave, West Vancouver, BC V7V 1V7
SAC Youth Bursary Coordinator – dacollard@telus.net
Ph/Fax 1-866-745-1440, Cell (604) 313-4957

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

In general 2021 was a fairly slow airspace year again. Our major news is that Tyler Paradis has joined the Airspace committee. Tyler is an active member of Cu Nim and Edmonton Soaring and is an IFR controller at Edmonton. As seen below he has also been quite active advocating for airspace issues before we talked him into joining the committee. Welcome aboard Tyler.

Outside of Tyler's work, the only activity of note this year were some discussions with NavCanada regarding level of service studies in anticipation of their upcoming prime radar replacement. Normally prime radar is not a thing that has a huge impact on the soaring community; however, recent technology changes at NavCanada meant that the discussions lead to some encouraging possibilities for the use of PFLARM data to help real time ATC awareness. Please don't get too excited, we have a long history of disappointment on this front, but the initial talks were encouraging.

As noted, Tyler's activities have been much more substantial this year – his report follows, thanks for all the work Tyler!

Alberta Airspace Activities (AAA) – Tyler Paradis

The big achievement this year was the establishment of the trial of "Wave Lanes" (see article in the 2021 issue of *ASCent* on the SAC website). This trial ends in March 2022 with the hopes of adding one additional Lane to the NW (Lane 7) and the completion of the trial and conversion to biannual procedures written into the agreement with the Cu Nim Gliding Club and the Edmonton Area Control Center.

Most of my efforts have been to negotiate use of Class B airspace in Alberta for use by gliders with transponders. Below 12,500 msl I am also working on a few endeavours:

1) Reposition and reshape CYA263

The center of the Calgary Airport moved 1 nm to the NW in 2020/2021 when the east parallel runway was brought into the airport centroid calculations. The geographic position of CYA263 (Cu Nim Gliding Club) is drawn with reference to "the center of CYYC". When the airport "moved", CYA263 did not. I hope to combine the effort to redraw this CYA boundary in the publications with a "step" of additional airspace above the current CYA263. I am thinking the bottom 1/3 of the current shape be stepped up to 10,000 msl from its current 8000 msl. I am negotiating this directly with Calgary Terminal and give my odds at 70% success.

2) CYA for Innisfail and Netook Gliding

With the Air Cadet Gliding Program in peril, I am putting the Netook CYA on the back burner and pressing on with a CYA for

the Innisfail gliding (and paratroop) operation. I had approval for both, but when COVID hit, my "level of service" contact retired and I had to start all over again. As I also must use the formal avenue for change for actual work-related items, I am treading lightly here, as a CYA in close proximity to Red Deer Class C control zone is problematic (but precisely why we need a CYA – traffic density and awareness)

3) Deleting T638

This unused airway under the NW corner of CYA201 (Cowley) has Class B airspace that underlies CYA201 – and it is not used by IFR traffic. I am probing to see if I can get this short, dead-end airway deleted from the structure.

4) Raising MEA by NOTAM

This is a pipe-dream of mine, that I am chasing out of curiosity and precedent. Class B is defined as "controlled airspace above 12,500 ft or an airway MEA – whichever is higher". V301 which underlies Cowley has an MEA of 14,000 (currently meaning you can soar under Cowley up to 13,999 without a CVFR clearance). Fire suppression activities for the past two years near Whitecourt (northwestern AB) has had NOTAMs issued which temporarily raise the MEA of an airway to allow fire suppression aircraft to operate clear of (under) controlled airspace. I would like to apply this rationale to V301 to raise the MEA to 17,500 during the Cowley camps (by NOTAM). It's going to be a tough sell but I'm trying to see if this wet noodle will stick to the wall.

The real issue is when they finally decommission V301 and make a T-route in its place, the MEA will be lower than 12,500 feet (guess) so the ability to raise an MEA by NOTAM will be quite useful. Stay tuned.

If anyone in SAC has issues they would like help with, don't hesitate to ask me about them.

FAI BADGES – Walter Weir

Badge leg statistics, 2012–2021

	12	13	14	15	16	17	18	19	20	21	5 yr avg	% of avg
1000 km	0	1	0	0	0	0	0	0	0	0	0.0	–
750 km	0	0	0	1	0	0	0	0	0	0	0.2	–
Diamond	0	1	0	2	5	2	0	2	0	3	2.2	136
Gold	3	2	3	1	2	1	1	2	2	2	1.6	125
Silver	9	7	13	9	7	2	11	10	8	11	8.4	131
C Badges	38	17	20	20	15	14	29	11	21	13	17.6	74
Badge legs	58	42	54	49	47	36	59	45	52	54	47.8	113

Badge legs 54 The following badge legs were flown:
12 Diamond, 8 Gold, 34 Silver.

FLIGHT TRAINING & SAFETY – Dan Cook

SAC Safety Report See the separate Safety Report that has been prepared by David Donaldson, SAC National Safety Officer. In general flying activity has increased this season but

is still lower than pre-pandemic days so accidents are also fewer as there is a direct correlation.

It has been observed from the data in the Safety Report that there is an issue with students not being prepared to handle crosswinds or turbulence well. Many students only train on benign days. Instructors should record days with strong winds or turbulence in a student's PTR. Instructors should review PTR before the licence check to ensure that the student has had some experience with stronger wind conditions. This should be part of regular progress reviews by supervising instructors such as CFI or designates.

Gear-up landings were discussed by FTSC and the steps that could be taken to avoid them. Focus is primarily on training and the unintended consequence of allowing students to rush through the "W" in the SWAFTS checklist when in fixed gear trainers. Forming some habits like saying out loud or calling final and reporting "gear checked down and locked", provided they are checking visually and not just saying it for a checkmark on the checklist. Also looking at gear lever and visually confirming it is in the down and locked position by the looking at the pictogram.

Part of the problem has been with pilots forgetting to raise gear after release and having returned to land, are cycling the gear closed during the pre-landing check. This can be mitigated by instructors insisting that students using a post-release checklist which includes verifying that the gear is raised. As a double check, a simple set up of microswitches on the airbrake and gear that alarm if airbrakes are opened without gear extended can also help to avoid the situation.

In addition, there have been many incidents where airbrakes are set inappropriately, and students are not visually confirming they are open or closed when moving the handle. This can be emphasized during training by the instructors to help mitigate it during solo flight. There has also been some confusion about using half airbrake on approach which is meant to be half the effectiveness, not half physical positioning of the handle. These training points are part of the instructor course content.

David had several successful Safety Officer zoom sessions and has established a *Howspace* SO page to share information online. If you are a SO or CFI, send him an email to give you access to the page (david.donaldson@greatlakesgliding.com).

Instructor Training The *Howspace* online Instructor Training pages have had some reorganization of material and now have a separate *Mentor Training* page to help mentors get up to speed. Some clubs have requested a practical evaluation to be run at their clubs in the spring which we are organizing. The instructor exam is now online in *Howspace* and there is a bilingual version available that has been translated / audited by Denis Pepin and Daniel Leduc. If you are interested in being a mentor on *Howspace*, please let us know as we are short of mentors.

There is a new *Flight Instructor Refresher Clinic (FIRC)* to give instructors and CFIs a process to bring instructors up to speed for teaching after their rating expires, or an instructing lapse in

teaching, or is converting from an Air Cadet gliding instructor experience. It is planned that this FIRC, which was designed to meet TC requirements for revalidation, will be accepted as one of the stand-alone methods in CARs for glider instructor recertification. Currently, you will need a letter from your CFI or course conductor that you are competent to have your instructor rating renewed or show proof of recency to TC with your logbook. This clinic can be used as a tool to assist in the first case.

The *SAC Howspace Instructor Training Program* now includes Class II and I modules/pages. The Class I includes a practical review of flight test standards. *Howspace* also has an instructor resource page for instructors to access references and material used on the instructor course. Any instructor can gain access to this reference material by forwarding their email address to FTSC. In addition, FTSC is putting together an Alpine Training program on *Howspace* to support an Alpine Soaring Badge similar to the approach taken for the Bronze badge.

National Safety Program (NSP) Status This is a performance measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of Annual Safety Reports at time of writing (79%), Club hazard/risk analysis (currently 84% of reporting clubs), Safety Audits (currently 72%), and Safety Program manuals (68%). Examples are on the SAC website documents section in the Safety Officer Training manual. SAC also has incentive programs for participation. These numbers are slowly improving but with COVID, fewer of the safety champions are available to do the work required to bring up the percentages. This is a good time for clubs to review their internal Safety Audits and update or produce a Club Safety Program manual (this is not an operations manual). Examples are available.

GASP The General Aviation Safety Program committee has not met since my last report. They did forward the SAC Tow Pilot Best Practice Guide to TC management as an example of how sport aviation can implement their own safety material and practices without regulatory input. FTSC has discussed the Glider Pilot Code of Conduct guide that was put together by FAA and SSA Soaring Safety Federation and has adapted it to the Canadian paradigm. The document is very comprehensive and gives detailed examples of how the objectives can be implemented by behaviour towards a generative safety culture. This has been on the US FAA general aviation website but has had little impact on SSA safety – FTSC is discussing how best to implement this tool. The document is a good "how to" but just making it available will not change the safety culture. It must be something that pilots will read, digest, and commit to. Safety is something that we just don't just pay lip service to – it must be part of our being!

Tow Pilot Best Practice Guide This document has been generally well accepted in the soaring community except for a discussion on reducing the towplane climb rate if the glider doesn't release and cannot communicate with the glider pilot. FTSC discussion was based on the principle that the tow pilot should not take actions affecting the safety of the glider unless the glider pilot's action is putting the safety of the towplane in jeopardy. In this case, FTSC discussion has resulted in

an amendment that the towplane should continue a normal tow after passing the planned release height if there is no radio response from the glider pilot (or NORDO) for a reasonable time and altitude. What is reasonable could depend on many factors such as towplane performance, airspace safety issues, adequate height for parachute egress, fuel available, weather and visibility, etc. For example, the practice of waiving off the glider at release height with the emergency release signal or descending to return for a landing are not best practices. The document is also going through several editorial reviews before printing and posting on the website. The document has been incorporated into instructor resources on *Howspace*.

SAC Document Review A few comments were forwarded to Jason Acker, but the response has not been overwhelming. This may be an indication that most of the documents are in good shape. The *Soar Manual* will need some changes to bring it more in line with the instructor manual. The *Preparatory Ground Instruction Notes* have been recently updated to its 3rd edition and are on the *Howspace Instructor Resources* page. There is a *Wing Runner Training* presentation available on the SAC web site and a *Tow Cart/Retrieve Vehicle* training presentation being put together. The goal of these two documents is to better prepare volunteers who help at the club but are at greater risk not understanding the hazards (proactive safety). If you have any suggested changes to any of the SAC flight training documents, forward them to Jason Acker (Jason.acker@soaring.ab.ca).

Approach Speed Monitor/AoA This FTSC project has been discussed in a previous annual report and Andrew Huddleston, a teacher at Algonquin College, has indicated that there may be some interest to have this project available for some technology students to develop based on work done by Scott Grey, GLGC. This has been identified by FTSC as a possible solution to several stall / spin scenarios that have caused fatal accidents and crashes. Flying too slowly usually because of distraction and higher surface winds has been problematic. Pilot awareness of the problem and experience do not seem to be proactive enough. It is noted that at the EAA convention in Oshkosh more attention is being devoted to angle of attack technology.

OSTIV TSP The OSTIV Training and Safety Panel held a virtual meeting in September 2021 and was attended by David Donaldson, NSO, and FTSC Chair for Canada. The panel had discussed meeting more often virtually every six months vs biannually and potentially in person every four years for flight training evaluations.

Accident trends were similar in most countries with mid-air, stall spin, and ground preparations leading to accidents, but many European countries have lower ratio of accidents per launches. For example: Germany has 600,000 launches annually with 14 fatalities per million launches. By comparison we have 1 fatality per 16,000 launches. Germany has identified their current reactive safety measures, and regulations have plateaued the situation over many years. Commercial aviation uses a dynamic safety approach (proactive safety) to help pilots find their own errors. The German approach was stated that they need to train gliding clubs "as a whole", not just the pilot and safety skills need to be taught. What can we learn from this?

France has a new Syllabus with QR codes for links to video references and are making more use of simulation. Changes are being made to attract more youth into soaring.

Training Initiatives Cu Nim and Edmonton Soaring Club have been having success with an *Objective Oriented Training* program. Essentially, they limit the number of students and set goal points and objectives targeted towards developing cross-country pilots which help club retention in the longer run. Goals go beyond just getting a licence. On the SAC web site there is an FTSC Coaching manual available to help develop a program of mentors. Cu Nim and ESC also have active *Proving Grounds* programs to improve cross-country skills.

Dan Cook	Chairman
National Safety Officer	David Donaldson
Current Members	Jason Acker, John Toles, Daniel Leduc, Eileen Carter
SAC Board Liaison	George Domaradzki
Director of Safety	Sylvain Bourque

FREE FLIGHT – Ben Hornett

No issues of *free flight* were published in 2021. Thank you to all who provided articles and information. These have been compiled and the first issue of 2022 will arrive in the first half of the year.

With the Canadian National Soaring Championships planned in Chipman, Alberta this year, a second issue will follow the competition. Please send material to bphornett@gmail.com for inclusion in upcoming issues in 2022. If you have ideas you'd like to explore, please get in touch with me!

HISTORIAN – Bruce Friesen

That was a quiet year for the SAC Historian, 2021.

A few pieces of Canadian gliding history did arrive under my tender mercies and preservation, but many more would be welcome. My standing offer remains: anyone in the Canadian gliding community unsure what to do with old documents and memorabilia cluttering up their basement, or unwanted by the next club executive, is welcome to send things my way. The ultimate goal is a repository of Canadian soaring history, perhaps in some form of Canadian Soaring Discovery Centre. The immediate need is to retain safe the things we still have. I just love to get boxes of interesting materials. During 2021, Tony Burton was working to ensure assembly of a complete collection of Free Flight/vol libre magazines.

There were several highlights during the year. The most important for me was lunch with Christine Firth on her home island, Protection Island, near Nanaimo. As many of you know, Christine was the SAC Historian for many years, ending in 1992, and left a very valuable collection of Canadian soaring historical documents safe and available to researchers at the National Archives of Canada. We had a very pleasant conversation about

soaring history in Canada, and some recollections. I was hugely appreciative of the guidance Christine shared on the historian role and the process she had followed. Thank you, Christine!

Another interesting activity flowed from arrival of historical photographs at the Canadian Museum of Flight, donated by the family of A. Halliburton Wilson. That led to exploration of Hal's role as the pilot of the first aerotowed glider flight in Canada, and a fascinating dialogue with Lloyd Bungey around early soaring in British Columbia (on which Lloyd is the expert, and author of the book *Trying Their Wings*). It was also satisfying to help the family of Norman Bruce document that gentleman's soaring career, drawing on the cache of material collected from the Alberta Soaring Council – a nice reminder that there will be future value from the materials we are preserving.

I look forward to more interesting arrivals and explorations of Canadian soaring history during 2022.

SAC INSURANCE OVERVIEW – Grant Robinson

The 2021 season saw more aircraft return to full flight status, raising the total number of fully insured aircraft from 250 (202 full coverage and 48 on Ground Risk Only) in 2020 to 310 (292 full coverage and 18 on Special Ground Risk) in 2021.

Two clubs left the program; Great Lakes and Gatineau, and two clubs added, Montreal Soaring Club rejoined the program and we added a new club, Centre Vol a Voile Saguenay.

In keeping with the increase in flights activity and number of fully insured aircraft, we did see hull loss amounts increase during the 2021-22 policy year. There were actually fewer

accidents in 2021; 6 versus 12 hull losses in 2020, but higher hull loss amounts, \$338,000 in 2021-22 versus \$263,000 in 2020-21.

The result of the overall losses incurred in 2021-22 which are paid or reserved (i.e. pending) are estimated to be \$355,100, up from \$263,000 in 2020, a 35% increase. This has resulted in a 65% overall loss ratio for the 2021-22 policy term.

The chart below shows the historical total and hull loss ratios since 2011. The total loss ratio has gone over 65% (a very significant insurer underwriting threshold) 8 times in 13 years. As we see, the hull loss ratio is for the most part higher than the total loss ratio. This is as a result of limited liability losses in most years, which brings down the total loss ratio. The horizontal RED line on the chart represents the average total loss ratio over the 11 year period (59%).

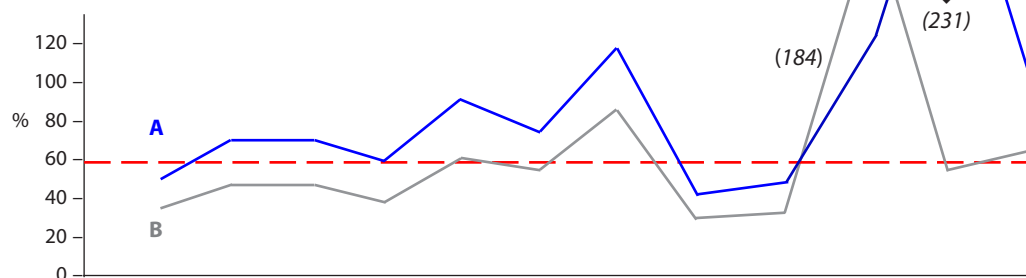
SAC has had the same insurance company for the last 35+ years, they understand your organization, the operations and how losses fluctuate over time. Your underwriters look at both the long term trends as well as the short term results.

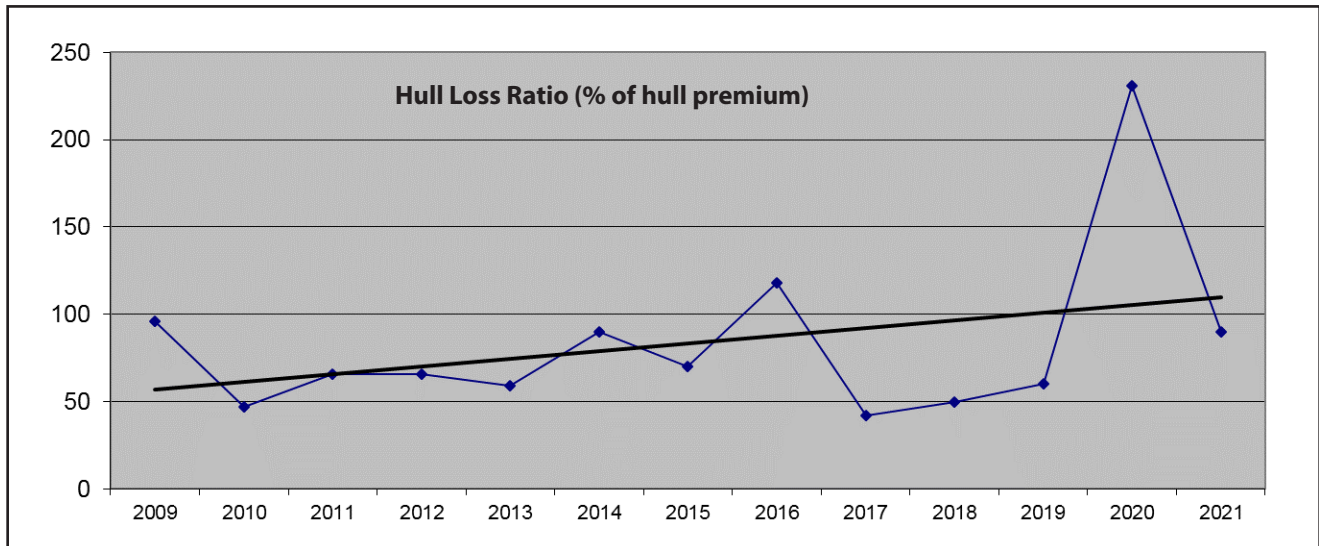
The more attention we pay to our individual and collective club safety efforts and operations, the more we will be able to help our ongoing premium rates and insurability as a group.

The chart on the next page shows a gradual increase in hull claims over time since 2009, which is a negative trend for your operation and your insurer. The graph below is from 2009-2021. This is in part due to the higher average glider value, which is now averaging approximately \$60,000. The RED line on the chart represents the average hull loss ratio over the last 13 years. The thick BLACK line represents the trend.

SAC INSURANCE 12-YEAR HISTORY, 2010 – 2021

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Insured Clubs	25	23	25	24	25	25	26	26	24	28	24	24
Total aircraft	295	267	283	255	256	248	255	257	257	297	250	308
Hull value (\$M)	13.1	12.7	13.5	13.1	13.6	13.3	14.8	14.9	15.1	15.1	14.8	20.1
Hull losses (\$K)	164	223	245	194	275	209	351	125	148	207	293	338
Hull Loss ratio (%) A	47	66	66	59	90	70	118	42	50	125	231	90
Total loss ratio (%) B	30	43	44	36	60	49	83	29	34	184	57	65
FLARMS				86	113	114	155	169	141	198	198	204
FLARM % of fleet				34	44	54	61	66	55	67	79	66
FLARM discounts (\$)				8844	10,504	12,767	13,949	15,755	13,407	18,079	21,596	24,124





The graphic below shows the FLARM installations in total insured aircraft by club for 2021-22. The overall installation percentage for aircraft with full coverage is 66%. This translates to 204 FLARMS installed in 292 insured aircraft.

FLARM credit During 2021-22, our underwriter, CAIG, continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider/tow aircraft. The discount is available to all gliders and tow planes insured in the plan with an installed or designated FLARM unit at annual renewal. CAIG continues to recognize the initiative of the soaring community to pro-actively work towards our own and others' safety in the air. For the 2021-22 policy year, FLARM discounts of over \$24,124 were given to clubs and private owners in the SAC plan

SAC Membership

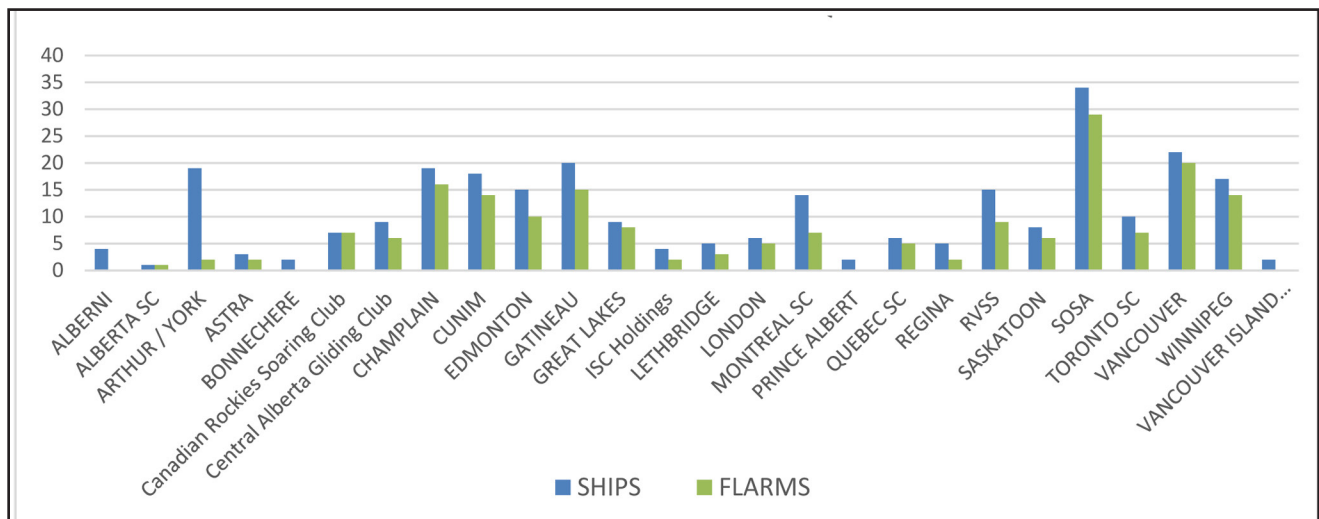
A reminder to submit SAC memberships to the national office BEFORE the start of the regular flying season. Failure to have club membership updated to the SAC office could potentially create difficulties in handling claims involving both CLUB and PRIVATE aircraft as it creates a question as to whether the

individual in control of the aircraft is a SAC member and therefore covered under the insurance policy.

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

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.

2022-23 renewals Our SAC insurance broker Gallagher is working diligently to finalize the negotiations for the March 31st program renewal. It has been determined that the most competitive pricing and coverage is still being provided by our current insurer CAIG. They have been the SAC insurer now for over 35 years. In 2022-23 Ground Risk Only coverage will continue to be on a Special Consideration basis. The forecast for private aircraft use is looking much more positive for this



season given the overall anticipated ongoing improvement in the pandemic.

Rates were expected to rise between 5-10% for the 2022-23 gliding season. However, the rate structure was held to no change at all from the 2020-2021 level.

The overall insurance marketplace has seen considerable rate pressure on insurance premiums maintained over the last 12 months. The aviation insurance market is undergoing the same rate pressure. We are still seeing rate increases of 10-15% being common on private aircraft. The benefit of having been with the same insurer for so many years has assisted SAC in times like this when many insurers are withdrawing their capacity and reducing their aviation participation.

The 2022 policy year will run from 31 March 2022 to 31 March 2023. As usual, coverage will be automatically extended through 30 April 2022 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 change your email address. If you have not received your renewal notice by **1 APRIL**, please contact me at insurance@sac.ca.

Other optional coverage options available for clubs

There are optional 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 are 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), requiring 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? Are these procedures reviewed with members on a regular basis, especially those regularly involved in fuelling? Is this member training documented? Do the procedures include reporting requirements to regulatory authorities and directions about what to report to the authorities? Is there a regulatory authority reporting phone number clearly written on the procedures manual?
- Do you have fuel spill "mop-up" kits and 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? For above ground tanks, do you regularly inspect the structural elements of the tank to ensure their integrity (tank support structures, tie-backs and the like)?
- 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?

Directors & Officers 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 \$2,500-\$3,500 per year, with the exact premium dependent on a club's specific operations, so a separate application is needed.

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

Club officers and directors can be held personally liable for failure to perform their specific duties, so this coverage helps protect them in the performance of their specific duties. In addition, some provincial funding agencies are now requiring non-profit organizations to have such coverage in place.

Here's hoping a fun, challenging and safe year of flying for everyone in 2022.

RECORDS – Roger Hildesheim

There were no Canadian gliding records flown in 2021 so I have no annual records report to submit. The current records table is on pages 41 and 42 of this report.

SPORTING – Jörg Stieber

International Gliding Commission

Jörg Stieber

I attended the virtual Plenary Meeting, conducted over Zoom in three 3-hr sessions on 4-6 March. It was an interesting experience and of course, far more economical than traveling to Europe for the meeting. There was one decision taken at the meeting which has a direct effect on soaring in Canada:

Paper declarations are no longer acceptable. Declarations for all flights must be made by electronic means with a clearly identifiable time stamp. It would be a good idea to set up a form on the SAC website through which pilots can declare their flights. This will avoid that essential information for the declaration will be forgotten. This change came into effect in October 2021. Diamond, Diploma and Record flights have, for some time, required that flights be declared directly in the Flight Data Recorder(s) used to document the flight.

A summary of all decisions as well as the minutes of the meeting and committee reports can be downloaded at <http://www.fai.org/igc-documents>. The upcoming IGC Plenary Meeting which was planned to be held in Copenhagen, has been changed to a virtual Zoom Meeting due to COVID. I will attend the meeting on March 3-5. Agenda and proposals can be downloaded using the link above.

OLC Canada

Branko Stojkovic

The 2021 OLC season ended on 20 September 2021. 297 Pilots were registered, 278 achieved combined distances of more than 50 km. Unfortunately, the 2021 soaring season was quite wet (and/or smoky), resulting in only a few outstanding soaring days.

Note: The club score also includes flights scored by club members outside Canada.

Flights scored in Canada 2018 2019 2020 2021 in last 4 years

Number of participants	328	286	283	297
Total flights in Canada	2936	2971	2628	2814
Total km in Canada	493,610	516,343	501,611	497,669
Highest km by a pilot (André Pepin – 62 flights)	22,296	20,077	19,292	18,785
Highest km by a club (SOSA, 364 flights, 48 pilots)	92,787	84,016	117,226	79,135

Winners and Achievements:

Best flight by a member of a Canadian club

Best OLC flight – Canada, North America & Worldwide

Chester Fitchett; Arcus M; Cu Nim, 12 July 2020 1067 km –
985 OLC pts

OLC Canada Champions (6 best flights)

1 Trevor Florence, Canadian Rockies Soaring Club	4472 pts
2 Chester Fitchett, Cu Nim Gliding Club	4465 pts
3 Luke Szczepaniak, SOSA Gliding Club	4460 pts

Congratulations to Trevor, Chester and Luke.

OLC Canada Junior Champions (6 best flights):

1 Charlie Pastuszka, Cdn Rockies Soaring Club	1648 pts
2 Daniel AF Rodriguez, AVV Champlain	885 pts
3 Emerson Naruse, SOSA Gliding Club	864 pts

Congratulations to Charlie, Daniel and Emerson on excellent OLC results!

No Competitions in Canada in 2021

Due to the Pandemic and Delta Variant, no competitions were held in Canada in 2021. No Canadian pilots attended competitions outside the country due to border closures and travel restrictions.

Sporting Committee Decisions and Recommendations

In the absence of competitions, there were few issues for the Sporting Committee to deal with:

- Review of the application to approve the non-IGC version of the LX "Power Mouse" as a Position Recorder. Subject to a review of the guidance of the IGC GFAC Committee for Position Recorders, the Sporting Committee recommends approving the LX "Power Mouse" as a Position Recorder.
- OLC vs. WeGlide – after some discussion the SC recommends continuing to support the OLC as the standard platform for flights. Rationale:
 - It is not in the interest of Canadian glider pilots if flights are fragmented over several platforms.
 - The OLC has been a reliable partner for 20 years and has accumulated a large amount of valuable data. If it were to disappear, it would be a huge loss for the gliding community worldwide.
 - The OLC is a not-for-profit organization, run by volunteers. The OLC data will be available to glider pilots but will not be sold commercially.

Competitions in 2022

Canadian National Championships

The Canadian Nationals will be held in Chipman, AB from 25 May to 3 June, Practice Days: 23-24 May. Contest website: <http://cdnnats.soaringchampionships.ca/>

Provincial Championships

There will likely be Provincial Championships in Ontario and perhaps other provinces. Specifics have not been announced yet.

4th Pan American Championships

This year's Pan Americans will be held in Brazil, 11-23 Sept. Two pilots have shown interest in competing there.

37th World Championships in 18m, 20m and Open Class

The 37th Worlds in the 18m, 20m Two-Seat and Open Classes will be held this year in Hungary 24 July – 5 August. So far, none of our pilots seeded for World Championships has shown interest in competing there.

Sporting Committee chairman: Jörg Stieber

members: Branko Stojkovic, Chris Gough
Emmanuel Cadieux, Walter Weir

SAFETY – David Donaldson

For years we have approached safety with a systematic, rules-based approach. Most clubs follow the FTSC guidance by creating a *Safety Manual*, completing an annual *Safety Report*, as well as periodic *Safety Audits*. All of these are wonderful tools that have, and continue to, improve the safety of our sport. So why then have our results not improved in recent years?

We have reached the limit in terms of the efficacy of these tools. We have gained all the benefit that we can out of these tools. That said, if we were to stop using them we would experience a predictable negative impact. The question is how do we *further improve* our safety now that our current approach has reached the saturation point?

We need to shift from *static* to *dynamic* safety management. Think of static safety as what we are doing now. We operate, look at the incidents/accidents and ask what went wrong and how can we prevent re-occurrence. This is a hugely valuable activity but will only take us so far. Static safety is based on analysis of the incident/accident after it has happened, a lagging indicator. We are in effect closing the barn door after the horse has left. So how do we anticipate, predict and take action before the incident/accident occurs? This is the essence of dynamic safety.

Dynamic safety is focused on anticipating what could go wrong. As a practical example, let's do a **Threat & Error Management (TEM)** exercise. Imagine you are strapped into your glider preparing for take off, ask yourself this simple question, "What could go wrong?" Now this is not a random list of things that could go wrong, this is a specific, systemic analysis of the flight you are about to take. Start at the beginning of the flight: is your aircraft properly prepared for this flight, are the rear seat straps secure, is the canopy properly latched, what if the towplane aborts the take-off, am I prepared for a rope break, and so on.

Let's look at this using some of the incidents that happened this past season. We had an increase in the number of open canopies on take-off this year. In one incident, the pilot had a new *CamelBak* that he was trying to fit into the cockpit and ended up with straps from the *CamelBak* preventing the canopy from properly closing. In another, the rear canopy was opened to assist in ground handling and was not properly latched. The good news here is that there is increasing evidence that people are getting ahead of these issues and catching them before they develop. Also, it is great to have water on board to prevent dehydration!

We had several aborted take-offs, two by the tow pilot. In one instance the glider pilot reported being surprised when the tow pilot aborted the take-off and was not ready for the abort. In another instance a take-off proceeded when it should not have. In this case, there was a glider in the circuit while a towplane and glider were initiating a launch. The landing glider ended up flying beside the taking off glider for a few moments about 10 feet above the ground – thank

goodness for wide runways. Here is a perfect example of a time when a definitive "*abort abort abort*" radio call would have been more appropriate than the "*Should we proceed?*" radio call from the launching glider pilot to the tow pilot.

Now, imagine that TEM was conducted for these flights. Is the rear canopy locked? I am working with a new piece of equipment and trying to fit into a cramped cockpit, what has this introduced that I have not encountered before? Have I thought through a towplane abort scenario?

TEM evaluation is not a one-and-done. This is something that we should be doing and continuing to do throughout our entire flight. We have a tool for this: *Situation, Options, Action, Repeat* (S.O.A.R.) ***Soar and Learn to Fly Gliders*** (Oldaker, 1994, pp 18-22).

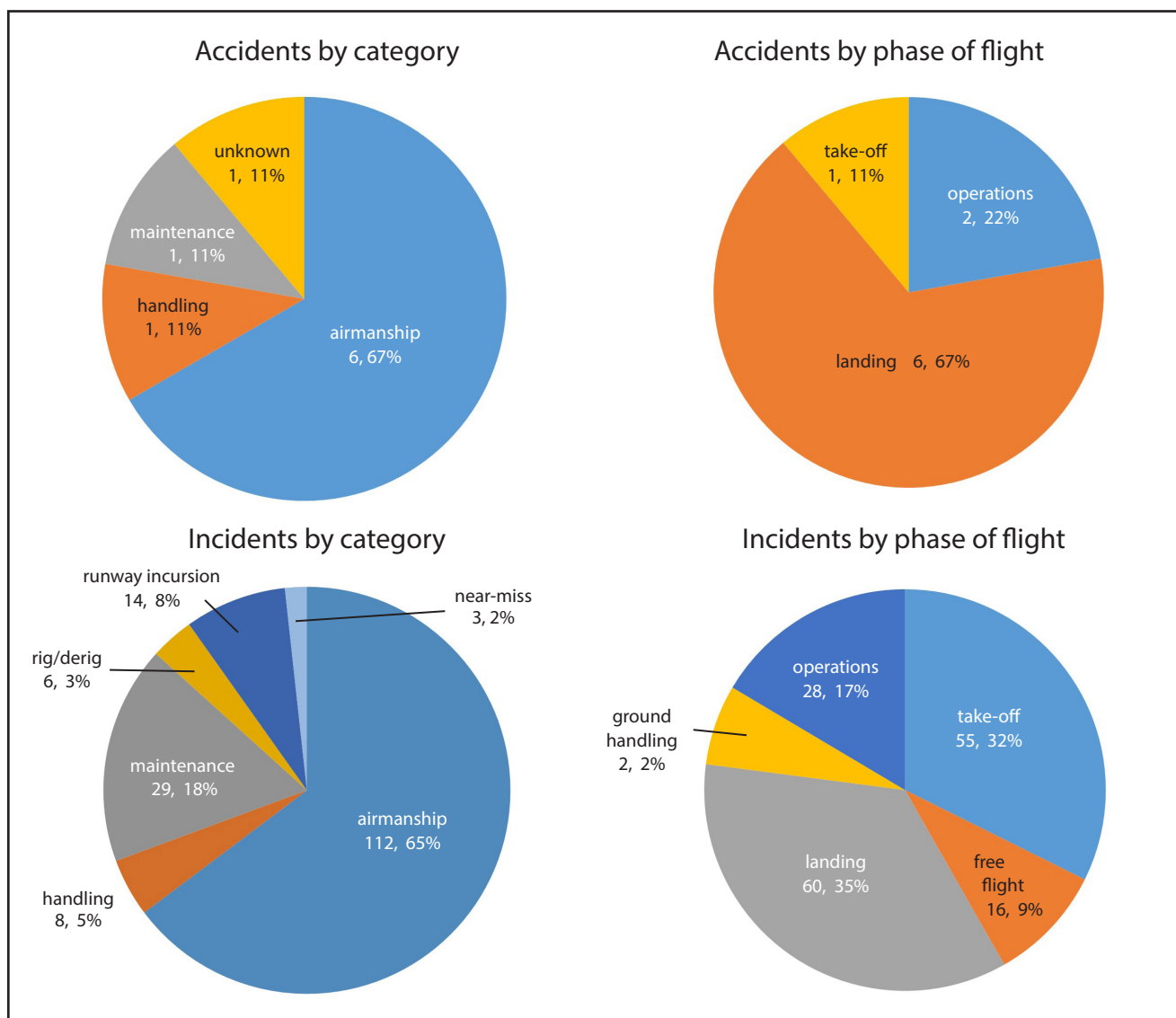
Let's look at TEM during the landing phase. We will use the same incident as above but this time from the landing glider pilot's perspective. Entering the circuit (high key) the pilot observed a towplane and glider positioned for take-off. He made his downwind radio call. He kept a close eye on the aircraft on the ground. Turning base, he made another radio call, the traffic was still on the ground. Turning final, a third call. Now the taking-off aircraft started to roll. Another "on final" call was made.

The landing pilot was already adjusting to accommodate the traffic, he moved off to the left and made a couple more radio calls. As the towplane and glider took off and started to climb out, at about 10 feet the two gliders were momentarily beside each other, in effect flying in formation. The landing pilot was active in his TEM, using the S.O.A.R. technique, anticipating the scenario as it developed, and making decisions early with time to implement them.

Now, let's take a look at a similar incident of a towplane turning final while a glider was in the circuit. In this scenario, the tow pilot entered the circuit high. This increased his workload as he increased his descent rate to fit into a busy pattern, he was rushing. As he turned final he observed a glider on final about 100 feet ahead and slightly below his towplane, he immediately initiated a go-around.

After the go-around, he received a response from his radio call that he was on the guard frequency (121.5). The tow pilot identified complacency and task saturation as contributing factors, as well as fatigue. I commend this pilot for the openness and conversation with all involved. In fact, this incident was highlighted and discussed broadly in the club as well as in this report.

From the glider pilot's perspective, he observed the towplane in the circuit and was keeping a close eye on it. The incorrectly set radio meant that the tow pilot was not getting the message. TEM on the part of the glider pilot meant they were ready to take action if needed. They even used effective Crew Resource Management (CRM) as one pilot flew the glider while the second monitored the situation and made radio calls.



The good news is we have laid the foundation to be able to take these next steps. We have implemented FTSC recommended procedures in most clubs. We have decent safety reports that we can use as a measure of our success. It is now up to you. For this to work we need people to participate: club members, board members, students, pilots, instructors, people at all levels.

An article by Tom Johnson, a retired US Navy pilot and member of the Soaring Safety Foundation (SSF), in the December 2021 issue of SOARING examines the impact of culture on safety. Tom cites two squadrons, both operating off the same carrier, both operating the same aircraft type, both facing the same operational threats. One squadron carefully analyzed threats (*dynamic*) while the other had a strap-in-and-go mentality (*static*).

The first squadron completed a six-month deployment without a single loss. The second completed their six-month deployment losing almost half of their pilots. This dramatic result begs us to examine the culture of our clubs.

What is the culture of your club? How are you approaching your flying? Are you conducting TEM regularly? Are you conducting TEM with every flight or only during your annual safety seminar? Do you have a strap-in-and-go mindset?

We often hear, "We are here to fly, if we do all this extra safety stuff we will never fly, it takes too long." This is an easy position to fall into. Let's examine this by comparing two scenarios that involve actual, reported incidents of the canopy opening on take-off.

Scenario 1 On take-off the rear canopy opened, departed the aircraft and impacted the tail of the glider. The glider remained controllable, the pilot released early and landed safely. The glider was taken out of service for the remainder of the season to effect repairs.

Scenario 2 An effective TEM is done on the ground before launching, the unlatched canopy is caught and corrected. The glider launches, the pilots enjoy an uneventful flight and the glider is flown the rest of the season.

Result The cost in Scenario 1 was quite high. The glider was taken out of service for the remainder of the season, volunteer hours and money were needed for the repairs. The cost in Scenario 2 was a minute or two and we are making progress in living this, though there is still room for improvement.

Flying is not dangerous but it is unforgiving. If we truly want to improve safety we need to be diligent, at all levels. Culture is built at all levels. If the culture of your club is not what it should be you have the power to affect it. Fly Safe.

ACCIDENTS

- 1 End of pilot's finger was severed when the canopy unexpectedly closed while installing a canopy cover. The pilot was brought to the hospital emergency.
- 2 Solo student flying two-seat glider allowed his approach to get too low and caught a wingtip in the tall grass short of the runway threshold prior to touchdown resulting in a ground loop breaking the glider's fuselage. Pilot reported he was compensating for crosswind. The weather was reported as calm (no crosswind). The pilot was not injured. This was identified as a case of a student pilot becoming overwhelmed with the workload and failed to correctly prioritize tasks.
- 3 Glider landed out resulting in tailplane damage. Contributing factor was selecting a field with tall crop.
- 4 Single-seat glider gear failure while taxiing after landing.
- 5 Two-seat motorglider experienced an engine failure at 230 feet. The pilot executed a forced landing straight ahead in a cornfield resulting in damage.
- 6 Single-seat glider landed short of runway causing damage to the gear door and cracking the canopy (baseball cap) while rolling on the rough ground before the threshold. Windshear and lack of spoilers (only flaps for approach control) were cited as contributing factors.
- 7 Pilot confused the control of the airbrakes with that of the flaps. The glider overflew the runway and crashed into the trees. The pilot was seriously injured with a fractured pelvis, the glider was written off.
- 8 Collision with a golf cart resulting in major damage to towplane.
- 9 Towplane propeller struck a sign while taxiing to refuel. Restricted forward visibility and the sign placed in a non-standard location were cited as contributing factors.
- 10 Single-seat glider altered course on short final to avoid guy-wires while landing out on a cross country flight. Not able to stop in time, the pilot decided to purposefully ground loop the glider, collapsing the undercarriage and the wing impacted the trees. The pilot sustained minor injuries. The lack of suitable out-landing options and slope of the field were cited as contributing factors.
- 11 Towplane experienced a bird strike while on base. The bird entered the cockpit on the left side, striking the pilot on the right side of his face. The pilot lost his glasses and headset. The pilot managed to safely land and was taken to hospital with minor injuries and

released later that day. The towplane was repaired and returned to service the next day.

Note from club safety officer There is an increased threat of bird collisions as their populations increase with government protection. It is certainly great to see their numbers come back but we need to be aware; they are not FLARM equipped.

- 12 Glider tail wheel damaged while being moved from tie down to the flightline. The damage was discovered during the pre-flight walk around. The glider was grounded until repairs could be completed.

INCIDENTS

- 1 Spoilers opened on tow, spoilers were closed and the flight completed without further incident.
- 2 Heavy landing, glider had minor cosmetic damage.
- 3 Pitot poorly connected resulting in incorrect airspeed readings. Pilot abbreviated flight after communication with tow pilot and landed without further incident
- 4 Glider pilot not strapped in for take-off. The pilot noticed after slack was taken up and before starting take-off roll. Pilot corrected and completed the flight. Glider on the wrong side of the runway and rushing were cited as contributing factors.
- 5 Spoilers open on tow. Tow pilot waggled rudder, the spoilers were closed and the flight was completed without further incident. A talkative passenger was cited as a contributing factor.
- 6 Pilot entered an abbreviated circuit, direct into the base leg, in front of another glider already in the circuit. Both gliders landed without further incident. Allowing the glider to get low downwind was a contributing factor.
- 7 Aborted take-off due to wing drop on take-off roll. Water not balanced due to not enough time for water to equalize after wings leveled for take-off was cited as a contributing factor.
- 8 Single-seat glider landed gear up after getting low, dumping water and executing a straight-in approach. A hurried approach, after experiencing heavy sink, needing to dump water and not executing a proper circuit were cited as contributing factors. Note: the gear up condition was observed on the ground and a radio call was made. The glider bounced on landing, allowing the pilot to extend the gear and landed normally.
- 9 Glider took off with its wing extension incorrectly connected. Pilots on the ground noticed it as the glider took off. The pilot was radioed and returned to the field without further incident. A critical assembly, including positive control check was completed; however, the helper was not familiar with this type of assembly and failed to identify the incorrectly installed wing tip extension.
- 10 While conducting cross operation (take-off from a cross runway to the landing runway) a glider on short final had to dive to avoid a glider and towplane taking off. The landing glider, having gained significant speed, opted to climb (bleed off speed) and execute a 180° turn, landing in the field beside the runway. Contributing factor was the wing runner misjudging the

- approaching aircraft.
- 11 Runway incursion, vehicles crossing runway threshold without checking.
 - 12 Glider had incorrectly connected trim control resulting in lack of trim during flight.
 - 13 Class C airspace incursion without authorization from Air Traffic Control.
 - 14 Class C airspace incursion without authorization from Air Traffic Control, same pilot.
 - 15 Class C airspace incursion without authorization from Air Traffic Control – another occurrence, a week later.
 - 16 Single-seat glider landed gear up, no damage.
 - 17 Radio communication failure.
 - 18 FLARM alert.
 - 19 Glider was observed making a dangerous maneuver on approach to landing.
 - 20 Single-seat glider experienced a gear failure on landing.
 - 21 Canopy opened in flight resulting in a damaged canopy.
 - 22 Glider runway incursion when towplane was ready to take off.
 - 23 Battery found not attached at the end the day.
 - 24 Flaps control malfunction on towplane. Towplane grounded for maintenance.
 - 25 Wing runner check list catches unlocked canopy prior to launch.
 - 26 Wing runner check list catches unlocked canopy prior to launch, second instance.
 - 27 Horizontal stabilizer of single-seat glider observed to be loose. The retaining pin was not correctly installed. This was discovered after four flights.
 - 28 Single-seat glider landed out after experiencing weak lift and drifted downwind on a windy day.
 - 29 Single-seat glider joined base after experiencing weak lift and drifted downwind on a windy day.
 - 30 Single-seat glider delayed landing for traffic, encountered sink and opted to land-out.
 - 31 Single-seat glider landed out during cross-country training flight (*Proving Grounds*).
 - 32 Poor radio operation due to low battery.
 - 33 Two-seat glider gear collapse after landing. Believed to not be locked properly caused by checking the gear (causing the gear to become unlocked).
 - 34 Glider observed in the circuit with gear retracted. Pilot notified by radio, gear was lowered, and the pilot landed without further incident.
 - 35 Dog from neighbouring farm ran onto runway.
 - 36 Dog running loose on runway.
 - 37 Retrieve vehicle drove onto the runway in front of a landing glider, the ground vehicle reported not seeing the landing glider.
 - 38 Person attempts to cross runway in front of landing towplane. Tow pilot initiated a go-around.
 - 39 Glider entered cloud on a wave flight when the cloud quickly formed around the glider. The pilot retained control of the glider until exiting the cloud. The flight was completed without further incident.
 - 40 Pilot experienced difficulty seeing the runway on final (Runway identification was not possible), late in the day, landing towards the setting sun. Contributing factor dirt on the canopy because of trailering on dirt roads.
 - 41 Oxygen system ceased to function at 23,000 ft. Pilot executed a rapid descent through 12,000. The pilot landed without further incident but did experience a headache through that night. The failure was attributed to a dead O₂ system battery.
 - 42 Winch launch, low level wing drop from launching with gusty tailwind (note: this airfield often has a wind shift of 180° later in the day).
 - 43 Spoilers unlocked – caught by wing runner before take-off.
 - 44 Rear seat pilot discovered spoilers unlocked at top of winch launch when the pilot pulled the release knob and pilot's hand encountered the spoiler control.
 - 45 Low battery causing radio and FLARM to not work. Battery charged with solar charger.
 - 46 Two-seat glider, side to side play found in rear stick. Fixed by AME.
 - 47 Glider observed thermalling on downwind.
 - 48 Towplane and glider approached final on opposing base legs. The towpilot executed a missed approach.
 - 49 Recorder fell into stick well. Pilot was unable to reach it and stick movement was restricted. Flight was completed without further incident.
 - 50 Towplane horizontal stabilizer was dented while being pushed into the hangar.
 - 51 Towplane tachometer failed in flight. The flight was completed without further incident.
 - 52 Glider pilot observed airspeed indicator was inoperative during the tow. The glider released and landed without further issues. An attempt was made to repair the airspeed indicator; however, the snag was not reported. Contributing factor – was the first flight of the season.
 - 53 Glider flown with inoperative airspeed indicator. The glider was flown the previous week when the inoperative airspeed was discovered and not reported. The glider landed without incident. The snag was reported, and the airspeed indicator fixed by a licenced mechanic.
 - 54 Tow pilot altered course while towing a glider after being alerted of a thermalling glider directly ahead at the same altitude.
 - 55 It was reported that some cross-country pilots are not prepared for land-outs (flight watch, retrieve crew, equipped, water/food, for possible long wait during the retrieve).
 - 56 Hydraulic fluid found under the seat of a single-seat glider. The leak was repaired.
 - 57 Single-seat glider used the whole runway to land and stop. The landing was made downwind. The windsock had not yet been installed was cited as a contributing factor.
 - 58 Single-seat glider was observed high on tow while the towplane was still on the ground. The flight was completed without further incident.
 - 59 Single-seat glider was observed high and offset while the towplane was still on the ground. The flight was completed without further incident.
 - 60 After landing, pilot inadvertently pulled the emergency canopy release. Location of cell phone holder and close proximity to canopy open lever were cited as contributing factors.

- 61 Inadvertent activation of the emergency canopy release after landing. This was the second incident in the same aircraft (as above).
- 62 Single-seat glider was hooked up for launch, wings levelled, "take up slack" signal given, and the towplane started moving. The pilot radioed the towplane to stop as he had not given the wing runner the ready (thumbs-up) signal.
- 63 A glider was on short final, about 100 feet agl, when a pickup truck crossed the runway. The glider landed without further incident.
- 64 Near-miss between towplane on tow and glider.
- 65 Two-seat glider touched down, bounced and began porpoising, resulting in several bounces before landing. The forward tire was flat. The glider was inspected, no structural damage was found.
- 66 Single-seat glider was clearing the runway after a landing when a golf cart turned directly in front the landing glider. The glider had to turn and brake hard to avoid the golf cart.
- 67 Single-seat glider was observed performing a straight-in approach with very little spoilers (if any). The glider reached the runway, but with a low safety margin.
- 68 Two deer walked across the runway and stopped on the taxiway during a lull in flight operations around 14:00. No impact on flights.
- 69 Tow rope released after the glider released, tow rope was lost.
- 70 The tow rope was released during the landing of the towplane (contrary to SOPs)
- 71 Single-seat glider taking off from a rough runway, the gear retracted and the glider bounced airborne. The pilot continued the takeoff. During flight the pilot requested assistance to check the operation of the landing gear to confirm proper function.
- 72 After experiencing an uncommanded gear retraction on take off, glider landed gear up. The pilot conducted several landing gear retraction/extension checks and left the gear in the down position. During pre-landing check (SWAFTS), the pilot retracted the landing gear and landed gear-up.
- 73 Single-seat glider was observed performing a straight-in approach with very little spoilers. The glider reached the runway, but with a low safety margin.
- 74 Glider pilot released when the towplane took up slack and moved the glider before the signal to take up slack was given.
- 75 Two-seat high performance glider joining a gaggle forcing other gliders to move out of position as it was not well integrated with the gliders already thermalling. Several failed attempts were made to reach the glider before other gliders left the gaggle.
- 76 Single-seat glider exited the runway while clearing the runway on the south side. A glider landing ahead of the incident aircraft had cleared to the south and newly planted grass/lack of definition of the edge of the runway were cited as contributing factors.
- 77 The towplane took up slack before the signal was given. The towplane was observed taking up slack while the wing was still on the ground, without signals from the wing runner.
- 78 The canopy of a single-seat glider was dropped on the fingers of the pilot. The impact only caused bruising and the pilot did not require further medical attention.
- 79 Corner of floor panel snagged the boot of the tow pilot restricting movement of the rudder.
- 80 Single-seat glider landed short of the runway and rolled onto the runway.
- 81 Two gliders in the circuit, one pilot observed the conflicting traffic, radioed and adjust his circuit to accommodate. Other pilot neither saw the glider nor heard the radio call.
- 82 Single-seat glider returned from a local flight and landed gear-up.
- 83 Single-seat glider landed short of the runway and rolled to a stop short of the runway.
- 84 Spoilers opened on tow. Tow pilot tried to call glider pilot on the radio and waggled his rudder. The glider pilot thought the rudder waggle was due to the turbulent conditions. A second rudder waggle and the glider pilot realized the spoilers were open and closed them.
- 85 Spoilers open on tow. The glider pilot had difficulty closing them due to seating position and got out of position (high) while closing the spoilers.
- 86 Towplane on a ferry flight returning from a maintenance facility experienced rough running engine. After several checks and several circuits (staying in gliding distance to the runway) it was eventually determined that there was water contamination from heavy rains the week before. Note: the pilot did check for water in the fuel (drain test) before and after the flight. It was not until the aircraft was rocked back and forth before checking the fuel drain that the water was discovered.
- 87 Single-seat glider rolled to the left after take-off, requiring significant right stick to stay level. The control system is free and correct. The problem has not been diagnosed and the glider has been removed from service until the cause is determined.
- 88 Pilot exceeded the ATC cap height as he was using the emailed flight cap that had been updated since the email. Contributing factor was the flight line cart was not used that day (which displays the updated height cap)
- 89 Cap height exceeded during spring check flight that was also the first flight of the day. Contributing factor was general distractions related to getting operations started.
- 90 Pilot broke airspace restrictions after misidentifying the ground reference. The mistake was immediately caught and corrected.
- 91 Student pilot released the glider at 800 feet after misunderstanding a radio communication between the tow pilot and the instructor. SOPs are that there is a sterile cockpit from 0 to 1000 feet agl, the radio call from the tow pilot was unusual and not urgent. The glider was landed after an abbreviated circuit.
- 92 Rudder lock came loose while towing glider back to hangar causing damage to tail dolly wheel.
- 93 All out signal given before the rope was taught, resulting in a rope break when the towplane accelerated for

- take-off. The take-off was aborted with no further incident.
- 94 After giving the wing runner the thumbs up to start the launch, pilot needed to pause/stop the launch. Glider pilot radioed the tow pilot to pause launch after failing to get wing runner's attention when attempting to stop the take-off.
 - 95 Single-seat glider on a cross-country flight failed to connect with lift, experienced sink and opted to land-out. Note: this was the first landout for this pilot and they followed the predetermined "trigger point", "... making my first land-out much smoother than I had imagined it would be."
 - 96 Cosmetic damage done to aileron while pushing glider into the hangar. Contributing factors were a dip in the ground that carried the glider back until it contacted with a trailer parked in the hangar. The trailer was parked very close to the glider.
 - 97 Two gliders called circuit at roughly the same time. Additional radio calls established which aircraft was #1 and #2. #1 landed leaving sufficient room for #2 to safely land.
 - 98 Tow pilot aborted a launch due to lack of performance. The glider safely stopped on the runway. The towplane flew a circuit and safely landed. The tow pilot recognized there was a problem and opted to release the glider. Contributing factors were ground personal having difficulty hooking up the towplane as they were not properly trained, the tow pilot made a couple of calls to the base station without any response. This distraction led to the tow pilot not completing their pre-take-off checks and started the take off with the carb heat on.
 - 99 Towplane aborts landing circuit in the base leg when a glider was observed in the opposing base leg. Contributing factor was the previous launch was aborted (releasing the glider on the runway) due to lack of performance, the tow pilot was focused on analyzing the issues from the previous launch.
 - 100 Glider unresponsive to multiple radio calls when in the circuit. Unresponsive glider landed as #1 with #2 close behind. Pilot failed to turn on the radio before launch.
 - 101 Rope broke on spring check flight when the instructor pilot opened the airbrake at altitude to test the pilot. Slight slack in the rope was identified as a contributing factor.
 - 102 Rope broke on take-off roll as full power was applied.
 - 103 Rope broke at 200 ft agl, glider and towplane landed without further incident. Note: these three rope breaks happened within two days. The club is re-evaluating its rope procedures.
 - 104 Pilot rejected tow rope when it was observed to be unspliced, the tail of the tow rope had pulled completely out of the hollow about about 6-8 inches of the tow rope just after the tie-off at the Tost rings.
 - 105 Glider pilot flew a low straight-in approach downwind after circling at the end of the runway. The circling was to allow the tow to depart.
 - 106 Tow rope break pulling glider out of hole from turning the glider in place on soft ground.
 - 107 Pilot crossed over field at 500 ft to join low key area.
 - 108 Tourist standing at the approach end of the runway. When advised of the danger, they moved their car then returned to stand under the approach.
 - 109 Glider was observed thermalling near the turn from downwind to base. They expedited the landing after a radio call from the Field Manager.
 - 110 Instructor with student deliberately got the student low, crossing the runway flew a very close circuit. At the same time a second glider was in the circuit. The pilot of the second glider acknowledged the potential conflict via radio and flew a normal circuit.
 - 111 Tow pilot halted take-off after receiving the all-out signal due to traffic in the circuit. The wing runner gave the all-out without properly clearing the circuit.
 - 112 Tow pilot halted take-off after receiving the all-out signal due to traffic in the circuit. Note: this second incident happened on the same day.
 - 113 Rope was rejected by pilot due to it starting to un-splice, the rope was changed.
 - 114 Pitot tube broken off when packing gliders in hangar. Note: this was not reported – the private owner discovered it the next time he came out to fly his airplane.
 - 115 Pilot lands straight-in after getting low on cross-country flight. After getting low and committing to an out-landing field, the pilot changes his plan and opts to attempt to return to the glider club with a straight-in on a conflicting runway. Pilots opts to thermal at 345 feet agl (reported) off the departure end of the runway to allow a departing towplane before making a radio call to land on the opposing runway.
 - 116 Glider on a cross-country flight delays the decision to land out resulting in the need to maneuver very low to the ground, narrowly missing power lines not seen until the last moment, resulting in a hard landing with minor damage. Contributing factors were newly licensed pilot, completion bias, and feeling that they were close to home as they completed a "race-track" training task.
 - 117 Canopy opened on tow. The flight was completed without further incident. Contributing factor was the strap of the pilot's new *CamelBak* was between the fuselage and the canopy, preventing correct latching. This was the first flight with the new *CamelBak* and he had difficulty fitting into the cockpit.
 - 118 Tow rope attached backward, glider end attached to the towplane and vice versa. Issue corrected before take-off.
 - 119 Tow pilot aborts landing on turn to final after observing glider on final directly ahead and below the towplane. Contributing factors were an unusually high circuit entry, fatigue (third hour of towing), and inadvertently switching to radio frequency to 121.5 MHz. Note: this towplane was not equipped with FLARM at the time of this incident and the tow pilot admits to over-relying on FLARM for traffic separation.
 - 120 Glider pilot gets FLARM alert on base when second glider passes above the first glider at a higher speed. Glider pilot makes a radio call and adjusts circuit to be #1 and clears the runway allowing the second glider to land safely. Note: evidence suggests that second glider

- pilot did not observe the first glider in the circuit.
- 121 Winglet clipped as glider was maneuvered into the hangar resulting in a small crack.
 - 122 Glider returned from maintenance shop with the elevator incorrectly adjusted. Factory calls for deflection of the elevator +17°/-17°. The glider was rigged for flight and during the positive control check the elevator travel did not seem right. The deflection was measured at +7°/-27°.
 - 123 Glider returned from maintenance shop with the pitot line detached from the pitot probe resulting in an inoperative airspeed indicator. This was discovered on the first flight after the aircraft returned from the maintenance shop. The glider landed without further incident.
 - 124 Glider hooked up for launch, towplane signaled to take up slack without being hooked up.
 - 125 Tow cart towing gliders back to the launch, crosses runway diagonally, contrary to SOPs (should have gone to end of runway and then crossed).
 - 126 Operation paused after multiple minor incidents, pilots re-briefed and operation resumed.
 - 127 Premature glider release from tow due to glider becoming out of position (above 1000 ft).
 - 128 Close pass between two gliders while soaring.
 - 129 Minor paint damage to glider during disassembly for storage.
 - 130 On take-off glider was pointing a few degrees right, got out of position before gaining control authority and corrected. Contributing factor was the CG hook.
 - 131 Port side door on Piper Pawnee towplane opened on take off roll. Pilot aborted the take-off.
 - 132 Rear seat FLARM display non-functional. Issue not reported delaying the repair.
 - 133 Towplane taxied across runway with glider on short final causing the glider to land long on a short runway. Contributing was the tow pilot shutting off the master to preserve the battery while the engine was shut down.
 - 134 Pedestrian walked across the runway with towplane, trailing tow rope, on short final. Contributing factor was a recent change in operation to use the "center slot" of the runway used for landing, resulting in increased need to cross the runway.
 - 135 Batteries installed in glider incorrectly resulting in brief electrical fire resulting in damage to the glider wiring. Glider flew with batteries installed in the same manner the day before without incident.
 - 136 Very strong crosswind gust during glider landing caused momentary loss of control with an uncommanded 45° change in direction with the nose striking the ground. No damage. The pilot observed the front approaching from altitude and expedited his descent; in retrospect, should have stayed aloft until after the front passed.
 - 137 Towplane rejected take-off due to lack of power. Previous two flights reported vibration, carb ice was suspected. Glider pilot reported being surprised and later realized he wasn't completely ready for the possibility of a reject.
 - 138 Unqualified person hooked up towplane.
 - 139 Glider pilot on guest flight drifted south while thermalling. To avoid a land-out, they made a "low-save", thermalling from 5-600 feet before conducting a normal circuit.
 - 140 Solo student pilot thermalled downwind of the field contrary to club SOPs.
 - 141 Experienced pilot flying significantly downwind in club single-seater without authorization.
 - 142 Experienced pilot flying a private glider was observed very low in the circuit.
 - 143 Experienced pilot flying a very low circuit in a private glider. Grounded by CFI for disputing with the CFI. CFI conducted a check flight.
 - 144 Two experienced pilots flying a club 2-seater execute an unusual approach to circuit from directly above the centre of the active runway with other aircraft in the circuit.
 - 145 Member sitting with a young child on a golf cart in close proximity to a glider, the child jumped up and landed on the accelerator.
 - 146 Glider tail wheel tire found damaged in the hangar, requiring replacement. Cause undetermined.
 - 147 ASK-21 glider waiting for take-off with both canopies open experienced small fire when the sun burned a hole in the headrest cushion of the rear cockpit. Contributing factor was a delay in the launch sequence.
 - 148 Towplane tail wheel bolt found sheared during daily inspection. Bolt replaced and the aircraft returned to service.
 - 149 Towplane, towing a two-seat glider with two occupants, barely cleared departure end obstacles by a very low margin. Tow pilot estimated 20 feet above the trees. Glider pilot reported descending after take-off at about 3/4 down the runway. Both pilots opted to continue the take-off based on lack of suitable land-out options. Contributing factor was towplane engine approaching the end of its service life. The towplane was removed from service for the rest of the season and currently undergoing an engine rebuild.
 - 150 Glider rear spar retaining bolt found to not be properly installed allowing movement of the wing relative to the fuselage. Glider completed one flight between rigging and the inspection that discovered the incorrectly installed bolt.
 - 151 Rope break when take off was initiated. Contributing factors were rope approaching the end of its service life and an undetected knot in the rope.
 - 152 Glider and towplane both on final approach, the tow pilot executed a go-around, both aircraft landed with no further incident. Contributing factor was a low time student focused on correcting a too high/too close circuit.
 - 153 Rear canopy of two-seat glider opens on take-off while being flown solo. Glider pilot aborted the take-off, landing on the remaining runway without further incident. Contributing factor was complacency of the pilot based on relying on the "interlock" that is not part of this glider type.
 - 154 Right wing of glider struck storage container while being towed by tow cart with wing runner on the left

- wing. No damage to either the glider or container.
- 155 Tow pilot released glider when the glider got out of position, about 2400 ft agl. Contributing factor was instructor's delayed decision to take control as student was learning how to fly the tow.
 - 156 Towplane with glider on tow took off with a glider on short final. The landing glider adjusted his approach to avoid colliding with the taking off aircraft, at one point flying level and beside the taking off aircraft. Several radio calls were made by the landing aircraft. The taking off glider pilot called to ask if they should pause the launch. The tow pilot did not see the landing aircraft and continued the launch as he had not received an abort signal. Both flights were completed without further incident.
 - 157 Glider experiences a gear collapse on touchdown. Gear was observed "not fully extended" on short final by ground crew.
 - 158 Glider wing struck golf cart while rotating the glider for ground handling, no damage. Contributing factor was a focus on repairing rut in the runway caused by the glider rolling through a muddy patch on the runway.
 - 159 Tow pilot aborted take-off when door on towplane opened.
 - 160 Glider pilot pauses take-off to remove tail dolly after being hooked up and wings leveled for take-off.
 - 161 Experienced pilots landing short to stop near their trailers, result in low approach over the trees.
 - 162 Hole, couple feet deep, discovered beside edge of runway.
 - 163 Club aircraft flown without FLARM installed (removed for maintenance). Contributing factor was inconsistent use of club message board in hangar.
 - 164 Glider pilot fails to raise gear after release, then raises gear during pre-landing check and lands gear up.
 - 165 Arriving power traffic flew directly over gridded gliders and people. Contributing factor was new staging procedures that were being tried this season.
 - 166 Glider's rudder found touching another glider's wing in the hangar, no damage. It was noted that the hangar was packed in a "sloppy" fashion.
 - 167 Shoulder straps found incorrectly installed in glider.
 - 168 Glider's wing dropped on take-off due to bump in the runway. Other incidents as a result of this bump have been reported.
 - 169 Towplane tail wheel failed on landing.
 - 170 Glider pilot strapped in, ready for take off without completing a positive control check
 - 171 Long time member of club was denied membership renewal after repeatedly displaying negative, destructive, and unsafe attitudes.
 - 172 Two-seat glider experienced landing gear collapse on landing due to pilot not fully locking the gear. No damage.
 - 173 Pilot executed a shallow bank angle on turn to final, while this is not an incident in itself, without correction, would become a dangerous habit. The fact the pilot was a power pilot conversation was cited as a contributing factor.

WEB SITE – Patrick McMahon

The past year made it difficult to glean the state of the sport across the country with, anecdotally, recent lows for shared content. Facebook has changed its mobile app, making it more challenging to share what content was being shared.

Updates to our website included the routine documents being maintained by dedicated colleagues across Canada – records, minutes, glider ownership, and similar. SAC welcomed the new Office Manager, Tom Coulson, and updates were posted. Changes to the update through the year were shared via Twitter (twitter.com/canglide).

What's been impressive in the past few years, especially coming out of Europe, is the media and content produced by avid, considerate, and young pilots. Entrust a young pilot at your club to take the reigns of telling their story – their perspective, early in their flying career, will be relatable to those who might find the thought of sustained flight in a powerless aircraft implausible.

Kudos to pilots who do well telling our story with a special note to Łukasz Szczepaniak! His 2021 was a showcase for soaring in Canada, and he graciously shared content for all who were looking. His exceptional flying performance in Southern Ontario was matched only by world class soaring photography – air-to-air shots and soaring photos generally. His visit to the Fall Cowley Camp earned him the climb required to complete his Diamond badge, his photos from a week in Southern Alberta ought to serve as another ladder rung supporting the resurgence of the greatest soaring adventure we share.

Let's have a great soaring season in 2022. Set a goal, share success and celebrate progress. That you can do it is an example that others can do it – somewhere in their journey. All the steps are important, especially the big early steps! Share an anecdote, write an article, be interviewed for a podcast, share a photo, make a video. Help tell our story, it's a good one and it won't be told without you. To draw attention to any event, milestone or achievement please contact webeditor@sac.ca

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to all those presented with national honours for their contributions to Canadian soaring during 2021 (listed in alphabetical order):

- **Glen Buhr** Jim McCollum Award for Innovation
- **Mike Busuttil** Hank Janzen Award (contributions to safety in soaring)
- **Julia Clitheroe** Silver C Gull (youngest pilot to earn the Silver badge)
- **Dan Cook** SAC Special Recognition Award
- **Chester Fitchett** BAIC Trophy (best flight of the year, motorglider)
- **Chester Fitchett** Significant Flight Certificate
- **Trevor Florence** Canadair Trophy (best 6 flights of the year)

- **Trevor Florence** BAIC Trophy (best flight of the year, pure glider)
- **Fernando Garza** Walter Piercy Award (instructor of the year)
- **Predrag Kupcevic** "200" Trophy (best 6 flights, pilot with less than <200 hr P1)
- **Patrick Pelletier** Stachow Trophy (greatest altitude gain)
- **Luke Szczepaniak** Significant Flight Certificate
- **Cu Nim Gliding Club** – Roden Trophy (efficient use of club resources)

SAC Special Recognition Award

Beyond the routine annual list of awards, the Soaring Association of Canada is pleased to present SAC Special Recognition Awards to those individuals who, through their accomplishments and contributions, are sure to inspire soaring enthusiasts across the country.

FAI Paul Tissandier Diploma – Dan Cook

Awarded by the FAI to those who have "served the cause of aviation in general, and sporting and private aviation in particular, by their work, initiative or devotion."

SAC was delighted to have one of its own recognized at the international level, when Dan Cook was awarded the prestigious *FAI Paul Tissandier Diploma*. Dan is a lifelong aviation enthusiast who has worked tirelessly and continues to dedicate countless hours to advancing aviation, in particular soaring, in Canada. With his long span of contributions to SAC and the sport of soaring, he is clearly a worthy recipient!

Dan first obtained his private pilot's licence in 1977, commercial in 1983, glider pilot licence in 1991, and his instructor rating in 1995. In 1998 he joined the SAC Flight Training and Safety Committee (FTSC) as the National Safety Officer. Dan joined OSTIV to represent Canada in 2000 as well as speaking at many Soaring Society of America conventions. He took over as the chair of the FTSC in 2007 and continues to provide leadership and direction to the FTSC and to SAC.

Dan helped establish and roll out the Soaring Association of Canada's Safety Management Document. This was a real turning point in the safety of soaring across the country. Dan was also a key contributor to the current SAC training curriculum. Dan not only helped write the book, he has conducted many instructor training and instructor upgrade courses over the years. Most recently, Dan has helped transition the SAC flight instructor training program to virtual delivery, thus enabling consistent instructor training across Canada.

Canadair Trophy – Best Six Flights of the Year

The Canadair Trophy is presented to the pilot who achieved the highest total score for six flights within Canada; if the best six flights are accomplished in a motorglider, parallel recognition is extended to the best six flights in a pure glider. The OLC scoring system is used to determine the flight scores, and the OLC year is used as the surrogate for the calendar year.

The past OLC year in Canada was remarkable for the intense

competition, with the top three pilots separated by a total of only 11 points. All three earned recognition, but there can only be one Canadair Trophy winner, for aggregate achievement over the season as measured by six flights.

Trevor Florence Canadian Rockies Soaring Club

During 2021, Trevor Florence garnered a total of 4474 OLC points with the best six of his numerous excellent flights. All of those six flights were flown in his Duo Discus, 007, launching from the Invermere Soaring Centre. Details of his flights are as follows:

July 12	921 points	1003 km	110 km/hr
May 14	766 points	789 km	101 km/hr
May 2	736 points	755 km	117 km/hr
July 10	709 points	664 km	95 km/hr
May 29	697 points	716 km	101 km/hr
June 22	642 points	646 km	97 km/hr

It is worth mentioning Trevor amassed a total of 16,768 OLC points during the 2021 OLC season, in 214 hours of soaring over the Columbia River Valley.

BAIC Trophy – Best Flight of the Year

The BAIC Trophy is presented to the pilot who achieved the single best soaring flight within Canada; if the best single flight is accomplished in a motorglider, parallel recognition is extended to the best single flight in a pure glider. The OLC scoring system is used to determine the best flight, and the OLC year is used as the surrogate for the calendar year.

Motorglider **Chester Fitchett** Cu Nim Gliding Club

Chester Fitchett has been doing an amazing job of exploring and stretching the cross-country potential of the lee waves set up by the Rocky Mountains.

In his best flight of 2021, which was the overall highest scoring flight in Canada during the OLC year, he earned 985 OLC points for a flight of 1067 km. This flight was entirely within Canada, as he explored terrain as far north as the North Saskatchewan River and as far south as the US border. Chester was flying his Arcus M. It is worth noting that flight was flown on 12 December, which means two things – the flight time of just over 8 hours represents essentially the entire legal daylight day, and cruising at 14 to 16,000 feet is darn cold – two examples illustrating the preparation and grit required.

Pure glider **Trevor Florence** Canadian Rockies SC

Trevor Florence flew the highest scoring flight in Canada for a pure glider. That flight earned 921 OLC points from a distance of 1001 km.

Trevor, in the OLC pilot comments section, wrote, "Finally a decent day. I must complain about something though ... the smoke from the forest fires was pretty bad." Fortunately, Trevor was able to find flyable days amongst the smoky ones all too common during summer 2021, and make the best of his season. For anyone contemplating a trip to Invermere to fly the Columbia River Valley, a look at the photos Trevor embeds in his OLC postings will seal the deal. Spectacular.



The Livingstone Range at Cowley looking south from a point about 5 km south of the Old Man River Gap.

"200" Trophy – Best 6 Flights by a Pilot <200 hr P1

The "200" Trophy is awarded to the pilot having less than 200 hours as PiC of a glider at the start of the season who achieved the highest total score for six flights within Canada.

Predrag Kupcevic – SOSA Gliding Club

The OLC scoring system is used to determine the flight scores, and the OLC year is used as the surrogate for the calendar year. Predrag, flying all of his six best flights out of the SOSA Gliding Club field at Rockton ON, achieved a total of 1759 OLC points. Those flight were:

August 4	315 points	265 km	58 km/hr
August 5	311 points	263 km	48 km/hr
August 3	301 points	271 km	58 km/hr
August 2	291 points	247 km	54 km/hr
August 30	283 points	247 km	54 km/hr
Sept 1	257 points	224 km	57 km/hr

The first four flights listed, and indeed the first four chronologically, were flown in a Discus 2b, and the final two in a Glasflügel 304 CZ. Well done, Predrag, the future of our sport is in good hands!

Stachow Trophy – Max altitude exceeding 5000m

Patrick Pelletier – Winnipeg Gliding Club

Patrick has been an enthusiastic Cowley Camp participant for many years, and has numerous excellent wave flights in his logbook. At the 2021 Fall Cowley Camp, Patrick was again the pilot most successful in anticipating the best wave days, being ready and prepared to go, and latching onto the 'monster.'

On 3 October, Patrick gained 7490m (24,575 feet for the metric-impaired), topping out at 32,100 feet asl. (The calendar year is the basis used for the Stachow Trophy.)

Silver C Gull Trophy – Youngest Silver Badge

The Silver C Gull Trophy is awarded to the youngest pilot earning the Silver badge during the year, provided that pilot is under the age of 21 years. Thus, it fosters and celebrates both up-and-coming young pilots and badge flying.

Julia Clitheroe – SOSA Gliding Club

Julia achieved her Silver distance and altitude requirements on 12 July, 2021. She embedded the requisite 50 km distance within a flight measuring 133 km under OLC six-leg rules, flying an SZD 51 Junior. She completed the third badge requirement, a flight of over five hours duration on 22 July.

Clearly, the sky's the limit, the only limit, for Julia.

Significant Flight Certificates

The Soaring Association of Canada awards Significant Flight Certificates to SAC pilots who made a particularly significant flight in the previous year.

"Significant" is, by design, defined loosely. That permits a flight to be deemed worthy by virtue of factors such as the unusual nature of the time of year, weather, type of glider, terrain traversed, location, course/line, pilot characteristics, or some combination thereof. The purpose of the certificate is to reward "great" flights which, although not necessarily qualifying for any other SAC trophy or FAI badge or record, are

nevertheless clearly deserving of recognition. Two flights, two pilots, deserve recognition for such “great” flights from 2021.

Chester Fitchett – Cu Nim Gliding Club

We have all enjoyed watching Chester Fitchett explore the potential of the standing waves behind the Rocky Mountains for long and fast cross-country flights, and thereby benefit the entire soaring community with both technical and airspace tools we can use to follow his lead.

On 16 October 2021, Chester achieved yet another step-change in performance, to a remarkable 1601 km under OLC six-leg measurement. Outstanding! Launching from Cu Nim, he used the available terrain all the way north to the north side of the Athabasca River Valley near Hinton, and south to the US border. The longest leg was almost 575 km. The average speed for the scored distance was 179 km/hr, and the fastest leg was flown at 230 km/hr. As Chester points out, those distance and speed numbers dangle the prospect of even more being possible.

In short, we as the Canadian soaring community can now claim, uncontested, ownership of one of the world’s premier soaring areas. That is the very definition of a significant flight!. Due to an anomaly of the current SAC Trophy rules – the use of OLC time periods – this 16 October flight will be in contention for the BAIC Trophy presentation in March 2023. But it was simply not possible to hold off on recognition until then, hence this certificate in 2022.

Luke Szczepaniak – SOSA Gliding Club

Luke Szczepaniak had an outstanding season during 2021, being in very close contention for both the Canadair and BAIC trophies. One flight from that excellent campaign stands out when viewed under the SAC Significant Flight Certificate lens, which speaks to “factors such as ... terrain traversed, location, course line ... or some combination thereof.”

On 1 June, Luke flew the highest scoring flight within Ontario in the history of the OLC, perhaps second only to the legendary 750 km record FAI triangle flight in 1977 by John Firth.

The merits of this flight include the use of much of the available terrain, inclusion of a large triangle of over 600 km within the flight track, and the OLC total flight distance of 860 km.

Walter Piercy Trophy – Instructor of the Year

Fernando Garza – Saskatoon Soaring Club

The Flight Training and Safety Committee expressed their huge appreciation, on behalf of the Saskatoon Club, for Fernando’s efforts during 2021, saying he put forth “an amazing effort to keep his club flying in 2021” and “Without his extraordinary efforts the club would not have been able to operate in 2021.”

Due to a combination of circumstances, the club found itself with only one instructor at the start of the season. Fernando supported the spring commencement of club operations, trained several pilots to solo status, and trained an additional instructor during the season.

Hank Janzen Award – Outstanding contributions to safety in soaring 2021

Mike Busuttill – Cu Nim Gliding Club

Mike was recognized by his peers in the Flight Training and Safety Committee for tackling his role of club Safety Officer with a remarkable level of dedication and professionalism. He has been very active in building a safety culture backed up by process and documentation.

Jim McCollum Award for Innovation

The Jim McCollum Award for Innovation was created as a means to recognize those soaring club members who further the sport of soaring in their club or SAC through the sort of behind the scenes organizational and administrative contributions that otherwise go unremarked amongst the glories bestowed on the ‘hot pilots’.

Glen Buhr – Winnipeg Gliding Club

The 2021 winner of this award is Glen Buhr, recognized for his contributions to the Winnipeg Gliding Club. Glen has been a WGC member for over 50 years. He has maintained the WGC finances for likely half or more of his years in the club, due in part to his being a Chartered Accountant.

His attention to detail on the money side of the club has kept the club in sound financial shape. In 2018 the desire to invest heavily in new trainers had Glen devote a fair bit of time to arranging for the loans and forecasting future financial needs. He tracks every penny in the club, he was once witnessed spending over an hour looking for a couple of missing pennies in his spread sheet (he found them and then went on to enjoy his flying day).

Glen has been president of the WGC, and until a few years ago was an active instructor. He regularly flies his Apis motorglider and often will be the last to land. Frequently he can be found mentoring some of the newer and more junior members and, with his five decades of involvement in the club, also holds a fair amount of history in his memory bank.

He was heavily involved in past aircraft acquisitions by the club, from gliders to towplanes, and when the WGC stepped up to host the Canadian National Soaring Contest in the 80’s and 90’s, Glen was front and center offering whatever he could to ensure a successful contest.

Roden Trophy – Club soaring skills development

Cu Nim Gliding Club

Cu Nim is this year’s winner of the Roden Trophy. Navigating COVID constraints, the club generated a Roden score of 97. Their members earned a total of 19 A, B and C badges, 2 Bronze Badges, and chalked up 8 legs towards Silver badges and 8 legs towards Gold and Diamond badges.

This is a repeat win for Cu Nim, emphasizing the quality of their programs that support and encourage their members to achieve their goals in the FAI badge program.

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE					
SPEED, ▲ (km/h)														
3.1.6b 100 km	Tim Wood	183.3	2012	Tim Wood	183.3	2012	Tim Wood	172.3	2012	Tracie Wark105.0 C	2003	Dave Marsden (Malcolm Jones)	98.1 T	1975
												Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 200 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8	2015	Tracie Wark99.9 C	2002	Dave Springford (Sacha Pejic)	91.6	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017			Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 300 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	99.1	Dave Springford (Sacha Pejic)	91.6	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017			Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 400 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark95.0 C	2002	Dave Springford (Sacha Pejic)	91.6	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017			Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 500 km	Jerzy Szemplinski	113.9 T	2016	Walter Weir	105.7 T	1991	Chris Gough	98.4 T	2015	Tracie Wark112.9 C	2006	Dave Springford (Sacha Pejic)	91.6	2017
	Peter Masak	151.2 C	1985	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017			Joerg Stieber (Thomas Stieber)	135.7 C	2018
3.1.6b 750 km	Willi Krug	108.8 T	1982	Willi Krug	108.8	1982	Chris Gough	98.4 T	2015	not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
	Thomas Stieber (Joerg Stieber)	133.3 C	2015				Spencer Robinson	103.6 C	2003			Thomas Stieber (Joerg Stieber)	133.3 C	2015
3.1.6b 1000 km	Thomas Stieber (Joerg Stieber)	133.3 C	2015	Peter Masak	106.5 C	1987	not claimed			not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
SPEED, GOAL (km/h)														
SAC 100 km	Tim Wood	180.3 T	2012	Tim Wood	180.3	2012	Tim Wood	169.5	2012	Tracie Wark106.4 C	2002	Trevor Florence (N Marsh)	105.1 T	2000
	Rolf Siebert	183.7 C	2004									Michael Stieber (Thomas Stieber)	182.2 C	2015
SAC 200 km	Nick Bonnière	131.2 T	2010	Tim Wood	128.2 T	2008	Nick Bonnière	115.4 T	2010	Tracie Wark129.1 C	2000	Dave Springford (Sacha Pejic)	97.1 T	2017
	Michael Stieber (Joerg Stieber)	154.3 C	2015	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010			Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 300 km	Tim Wood	128.2 T	2008	Tim Wood	128.2 T	2008	Tim Wood	112.8 T	2008	not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010			Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 400 km	Tim Wood	92.7 T	2010	Tony Burton	81.5 T	1990	Adam Zieba	142.5 C	2010	not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010						Adam Zieba	142.5 C	2010
SAC 500 km	Dave Marsden	97.1 T	1970	Tim Wood	93.3 T	2014	Adam Zieba	142.5 C	2010	not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Adam Zieba	151.7 C	2010	Adam Zieba	151.7 C	2010						Adam Zieba	142.5 C	2010