



**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2013
& 2014 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2013.

The full financial statement is available on SAC web site.

MINUTES – 2014 SAC AGM

1 March, Ottawa, Ontario

Introduction

The 69th annual general meeting of SAC opened at 10:18 am with 40 members present. Twelve clubs were represented by individuals in attendance while ten clubs had representation through proxies.

SAC president, Sylvain Bourque, opened the meeting with a brief discussion on safety, with an emphasis on new PowerFlarm technology. Sylvain gave a synopsis of a survey that was conducted by the board of directors regarding the implementation of Flarm at clubs across Canada. He noted that several clubs have already embraced Flarm technology and have equipped their entire fleet of gliders; however, there are still many clubs in Canada that do not have any Flarm-equipped gliders. The Board members were introduced, including George Domaradzki, who is the new zone director for the newly established Eastern Ontario Zone.

The meeting was called to order at 10:40 am and a quorum was declared with 88.9% of the voting members present.

Motion #1

Moved by Al Hoar, seconded David Collard that: "the 2014 meeting agenda be accepted."

Motion #2

Moved by David Collard, seconded Sylvain Bourque that: "the minutes of the 2013 AGM be accepted."

Presentation of reports

Treasure's Report – David Collard

David noted several of the important programs that SAC supported in 2013, which included support of the junior team to attend the Junior World Gliding Championships in Leszno, Poland, the newly establish program to provide financial support to encourage local publicity and marketing efforts by the club and the youth bursary program which continues to be a huge success. David shared the financials from last year and presented the proposed bud-

get for 2014. A sum of \$10,000 was budgeted for 2014 to hire a consultant to undertake a redesign of the website. The SAC funds also increased in value by 18% in 2013.

Stephen Szikora added additional commentary on the re-establishment of a Finance committee to oversee the SAC funds to examine a possible change in the mix of investments to better suit the association's long-term goals and future needs. David noted that the fee structure will remain the same in 2014 as it was in 2013.

Secretary's Report – Jay Allardyce

Jay spoke of the website project and noted that SAC has hired a consultant to assist with the technical aspects of the new site. The re-design is well underway and the hope is to go live in the next couple of months. The focus for the new website will be to add new elements to make the website more interactive and interesting for current and prospective members.

Vice President's Report – Stephen Szikora

Stephen spoke regarding the by-laws project that was undertaken in order to meet the requirements of the Government of Canada's new not-for-profit act and spoke in detail regarding many of the changes to the by-laws. Motions were then present to adopt the association's new Articles and Continuance and by-laws.

He also spoke of the need to bring to an end the Peter Corley Memorial Scholarship to comply with the Registered Canadian Amateur Athletic Association (RCAAAA) rules and regulations and suggested the remaining funds in the Peter Corley Fund be moved to the Youth Fund. Stephen also noted that the sole donor to the Peter Corley Fund had made the decision to discontinue donating to the fund due to the fact that he recently established an academic scholarship at the University of Guelph in Peter's name and wished to direct his future contributions to this fund.

Motion # 3

Moved David Collard, seconded Tim Forbes that: "SAC adopt the new Articles of Continuance."
Vote: 1116 For, 122 Against; Motion Passed

Motion # 4

Moved David Collard, seconded Tasneem Hashmi that:
 "SAC adopt the new by-laws as presented to the membership."

Vote: 1116 For, 122 Against; Motion Passed

Motion # 5

Moved Douglas Laurie-Lean, seconded Karl Boutin that:
 "the remaining funds in the Peter Corley Fund be transferred to the Youth Fund."

Vote: 1238 For, 0 Against Motion Passed

Motion # 6

Moved Jörg Stieber, seconded Roger Hildesheim that:
 "the 2013 financial statements be accepted."

Vote: 1238 For, 0 Against; Motion Passed

Motion # 7

Moved Karl Boutin, seconded George Domaradzki that:
 "the budget as presented by the Treasurer be accepted along with the associated fee structure."

Vote: 1238 For, 0 Against Motion Passed

Motion # 8

Moved by Neil Duffee, seconded by Tim Forbes that:
 "the Frouin Group be appointed as auditor for 2014."

Vote: 1238 For, 0 Against; Motion Passed

Sporting Committee Report - Jörg Stieber

Jörg opened his report by noting the dates of several contests throughout Canada: Nationals at SOSA (25 June to 4 July), MayFly at GGC (17-19 May), Ontario Provincials at York (TBD but considering spreading it over two weeks), Alberta Provincials at CAGC (23-26 June). Jörg discussed the newly-established contest hosting grant which provides clubs with a financial incentive to host a regional or national contest and noted that he

believed this would spur interest in the hosting of Regional and National contests across Canada.

Jörg noted that the National Team will be attending the World Gliding Championships in Leszno, Poland this summer and that SAC is now a member of the European Gliding Commission which helps us support this group which is doing good work not only to support gliding in Europe but worldwide. Joerg also mentioned that if you would like to get a hold of him, e-mail or telephone is the best way to ensure a prompt response.

Flight Training & Safety Committee Report - Dean Toplis

In the absence of Dan Daly, SAC's National Safety Officer, who was attending the SSA convention in Reno, Dean gave a short presentation of several accidents that occurred in Canada in 2013. Dean pleaded with all clubs to ensure all accidents and incidents are reported to the Flight Training & Safety Committee. Reporting of accidents and incidents helps us learn from each other to create a safer environment for everyone. The full safety presentation will be available on the SAC website following the meeting and Dean encourages everyone to review this document.

Trophies Presentation

The SAC trophies were presented to the 2013 winners during the luncheon.

Motion #9

Moved Tom Coulson, seconded Sylvain Bourque that:
 "the meeting be adjourned."

The meeting concluded at 12:30 pm.

Jay Allardyce, Recording Secretary

SAC BOARD OF DIRECTOR REPORTS

SAC PRESIDENT – Sylvain Bourque

2013 fut une année tragique pour le monde du vol à voile Canadien. Deux pilotes Canadiens expérimentés sont morts dans un accident de planeur. 4 personnes sont décédées dans un de ces 2 accidents impliquant un planeur et un petit avion. En 2012, un pilote Canadien expérimenté et compétiteur de mondiaux de planeur est mort dans un accident en planeur lors des championnats Nationaux. Un autre fut blessé gravement et est chanceux d'être encore en vie. En 2011, nous avons perdu deux pilotes et instructeurs de planeur dans un abordage en vol en planeur. Etc. Prenez un moment pour avoir une pensée pour eux, leurs amis, épouse, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui l'an prochain, un membre de votre club, un grand ami ou même peut-être vous. Rappelez-vous que notre sport n'est pas sans risques qui peuvent être tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité. Quelle sera votre implication personnelle et pour votre club afin d'améliorer votre sécurité et celle de tous ?

Nous avons des mauvaises statistiques au Canada de 19 incidents connus et 1.6 pilotes tués dans un planeur / 1000 pilotes par année en moyenne. Avec 992 membres en 2013, les statistiques nous prédisent qu'un ou deux membre d'un de nos clubs devrait malheureusement décéder en planeur la prochaine saison. 20 pilotes pourraient soit être blessés, soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Les pilotes expérimentés et instructeurs semblent les plus à risque selon les statistiques. Ayez ceci en tête au courant de la prochaine saison de vol à voile pendant chaque vol. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Faites-vous un devoir de rapporter à l'officier de sécurité de votre club tout incident dont vous êtes témoins. Il faut partager cette information avec les autres pilotes 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.

Généralement, nous recevons qu'environ la moitié des rapports d'accident des clubs et la façon dont c'est fait n'est pas claire. En 2012, ceci fut grandement amélioré. Afin de corriger une situation non sécuritaire, il faut en prendre conscience. Il faut gérer le risque en rapportant les incidents, en analysant pourquoi ils se sont produits et en s'assurant que ça ne se reproduise pas à nouveau. Avez-vous pris connaissance du programme national de Sécurité (National Safety Program) disponible sur notre site Internet ? Est-ce que votre club y a adhéré ? Est-ce qu'il a été mis à jour sur une base régulière (aux 3 ans) ?

Le mauvais temps est notre ennemi car on entretient moins notre expérience récente. Il nous faut voler régulièrement, soit plus d'une fois par mois en saison. Il faut faire un vol avec un instructeur si on a un doute. Soyez vigilant en 2014 car avec la saison 2013 médiocre

que la majorité d'entre nous ont eu, la faible expérience récente (des 12 derniers mois) nous rend à risque d'avoir un incident ou accident. Regardons nos carnets de vol et comparons nos vols faits en 2013 avec les années précédentes afin de voir si on est à risque.

J'espère que vous connaissez une des façons significative de diminuer le taux de décès en planeur au Canada. Cette façon prouvée très efficace est d'investir dans l'achat d'un Flarm. L'investissement est rentable si on pense aux 2 accidents par abordage en vol que nous avons eu en planeur au Canada dans les 3 dernières années, tuant 6 personnes. C'est rentable aussi avec le retour de 5% par année sur vos primes d'assurances contractés avec le courtier de l'ACVV. Tout dépendant de la valeur du planeur assuré, le Flarm s'autofinancera entre 7 à 12 ans si vous êtes assuré avec la plan de l'ACVV/SAC. Un Flarm coûte environ 1750\$, alors votre vie vaut combien ? Demandez cette question à votre famille ! Je me questionne pourquoi 50 des 53 planeurs des 3 clubs situés au Québec ont jugé essentiel et même obligatoire dans certains clubs de faire cet investissement ? On m'informe qu'il y a une minorité de PF dans les autres clubs Canadiens exception faite de la région d'Invermere et de l'Alberta. N'attendez pas un accident par abordage en vol pour prendre action. Je présume que les propriétaires de planeurs Canadien ne sont pas au courant de la grande valeur du Flarm.

Avec les résultats actuels de sécurité Canadiens, je viens facilement à la conclusion que les pilotes de planeur Canadiens ne font pas suffisamment d'efforts et qu'il faut faire encore plus en 2014. Il faut qu'il y ait un changement de culture majeur.

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



2013 was a tragic year for gliding in Canada. Two glider pilots died in a glider accident. In one of these accidents, four persons died in a midair accident between a two-seat glider and a Cessna. In 2012, an experienced glider pilot and world competitor died in a glider accident at the Nationals. Another one was seriously injured and is lucky to still be alive. In 2011 we lost two experienced glider pilots and instructors in a mid-air accident. Take a moment to have a thought for them, their friends, spouse, kids, mother, dad and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself. Remember that our sport is not without serious risk that can become tragic. We have to do everything possible to improve safety all the time. What is your personal participation in safety for yourself and for all?

We have a very bad annual average of nineteen reported accidents and 1.6 pilots per 1000 killed in a glider in Canada. With 992 members in 2013, statistics suggest that one of our club

members would die flying this season and twenty may either be injured or seriously damage their gliders if we don't raise our safety and self-discipline level. Instructors and experienced pilots seem to be more at risk if we look at the statistics. Next season, have this in mind in every flight. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer. We must share this important information with other pilots to make sure it won't happen again. We have to learn from the mistakes of others because our life is too short to make them all ourselves.

We receive safety reports from about half of the clubs, and how the others are reporting within their clubs is unclear. In 2012, reporting was greatly improved. If you are to correct an unsafe situation, first you must know about it. Reporting incidents, analyzing why they happened, and making sure they don't happen again, manages the risk. Have you read the National Safety Program? Does your club follow it?

Bad weather is our enemy, making us having low recent flying time for the last twelve months. Fly often, more than once a month or at least do a circuit with an instructor before flying if you have doubt. Be vigilant in 2014 – because of the 2013 bad weather season, most of us have low flying time in the last year and are at greater risk of having an accident or incident if we look at statistics. Have a look at your pilot log book and compare the flight time you've done in 2013 with the previous years to see if you are at risk.

You all know of a good device to significantly improve safety and stop fatal midair accidents involving gliders. Flarm is a proven device and a very good investment for your safety. The investment on Flarm is very valuable if we look at the two midair accidents we had in Canada in the last three years, killing six persons. Depending on the value of the glider, the Flarm pays for itself in 7–12 years when you insure with the SAC plan because of the 5% rebate on insurance premium we receive every year. A Flarm costs around \$1750 – what is the value of your life? Ask this question to your family! I question myself why 50 of the 53 gliders of the three clubs flying in the Quebec Province are equipped with Flarm and only a few in the other areas, with exception of Invermere and Alberta. Don't wait to have a midair at your club to take action. I can only presume that glider owners are not aware of the high safety value of the Flarm.

Please let my first words from next year's report be: "None of our friends died last year".

Now on a better tone, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I thank them for their hard work with SAC. The members of the Board of Directors are:

- *Sylvain Bourque*, the East Zone Director and SAC President, started gliding in 1994. Since then he has been an active member of AVV Champlain involved in training, towing, and in

accounting as Treasurer. He is a SAC Class 1 glider instructor and owns his CPL. He has organized the winter French ground school in the Montreal area since 1995. He is an aeronautical radio licence examiner, aviation language proficiency test examiner (E-F), and an authorized person for gliding licensing. Sylvain owns a Pegase with two other partners. Sylvain works as a field production cameraman instructor and supervising technician for CBC/Radio-Canada in Montreal. I'm proud to be part of this Board that has such a good variety of backgrounds and a huge involvement in the soaring community.

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

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

- *Alan Hoar* is the new Alberta Zone Director. He writes: I look forward to representing Alberta on the Board. I started lessons at Cu Nim in 1992, encouraged by taking an intro flight a few years before. After licensing, cross-country flights guided by CFI Terry Southwood in his ASW-20 were a highlight. Two years later I purchased a half share in Std. Cirrus C-GEOD, and currently I also fly an RV6 that I share with another club member. In 1996, I became a Cu Nim instructor, and still am. I am a past-President of Cu Nim, and from 2006 to 2009 was the Cu Nim CFI. I have a Gold badge and two Diamonds, and the national contest at North Battleford in 2008 was another highlight for me.

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

I want to take this opportunity to thank John Mulder, who is stepping down as the Alberta Zone Director, for all the volunteer work John did for SAC over the past six years. John was a valuable contributor to the BoD as recording Secretary. His participation will be missed.

We can't thank enough the volunteers working on SAC committees as chairman or members:

- *Dan Cook* FTSC with Gabriel Duford, John Toles, Dean Toplis and Joe Gegenbauer, Ian Oldaker as advisor, and Dan Daly as SAC Safety Officer
- *Keith Hay* Insurance
- *Walter Weir* FAI Badges
- *Roger Hildesheim* Canadian Records
- *Phil Stade* Trophies
- *Jörg Stieber* Sporting with Walter Weir, Chris Gough Steve Hogg
- *Scott McMaster* Airspace with Roger Harris, Ian Grant Bram Tilroe and Tom Fudakowski
- *Paul Fortier* Technical with Chris Eaves and Wolfgang Weichert
- *Jay Allardyce* SAC Website update
- *Guy Thériault* Medical
- *Pierre Pepin* Peter Corley Scholarship
- *Tony Burton* Free Flight magazine editor
- *Ian Oldaker* OSTIV representative for Canada
- *Jörg Stieber* IGC representative for Canada
- *Paul Nelson* Safety Review & Appeal Board with Christine Timm
- *Chris Gough* Contest Letters

We are sorry if we forgot anyone else. If you are willing to participate in SAC, contact your Zone Director or a committee chairman listed at <www.sac.ca>.

I wish that 2014 will be your best soaring season.

PACIFIC ZONE – David Collard

The 2013 soaring season in the Pacific zone started out with the usual challenges, weather. Then a major event occurred that will see the season remembered by all, the tragic news on June 29th, 2013 of a fatal midair collision near Pemberton, BC involving a motorized glider and Cessna 150 aircraft. Two people in each aircraft died, which included a very well known SAC member Rudy Rozsypalek owner/operator of Pemberton Soaring Centre. It was a shock to all who knew Rudy and our condolences go to his wife and children for their loss of a husband/father and to his many friends. This is the second fatal midair accident involving gliders in the Pacific zone in less than two years. The first was between two gliders in Sept 2011 at Invermere in which Ray Perino and Keith Watson perished.

Rudy's wife has asked FT&SC if there was anything that was learned from his accident, and if any action was going to result in higher safety. Dan Daly of FT&SC has asked, "what does the BoD suggest she be told?"

It is still too early to draw any final conclusions in the Pemberton fatality. Having a PowerFlarm in the glider might not have made any difference in the outcome due to the other aircraft being a general aviation aircraft and not having any equipment onboard transmitting any signal that would be picked up by a PowerFlarm, if one had been active in the glider. However in

the case of the midair at Invermere the members at CRSC are of the opinion that had both gliders been equipped with PowerFlarms in all likelihood the accident would not have occurred. This has prompted the pilots operating out of the CRSC to equip all gliders/aircraft with PowerFlarms (17 units).

SAC via FT&SC have been promoting and encouraging glider owners and clubs to equip their ships with PowerFlarms with mixed results. To some, the cost is seen as too great relative to the perceived risk and therefore have opted to not purchase it.

I ask the question to those that see a low risk for a midair – do you have to wait until two of your club members (which might include you) to be convinced of the high risk and low cost. That is all it took at CRSC and with their story being told at an Alberta Soaring Council seminar to convince their Alberta members to purchase PowerFlarms.

I do not know the full picture for all SAC member clubs but the actions in the Quebec zone might be a good example of being proactive. ACE made it mandatory for glider owners at their club to have PowerFlarms in 2012, when they first became available in Canada. The CVV Quebec club made it mandatory in 2013 for all gliders operating from their facility to be PowerFlarm equipped. Our President, Sylvain, advises me that at his club the PowerFlarm was explained at an instructor safety seminar following which the instructors convinced the clubs BoDs. AVV Champlain made it a voluntary decision to buy some and 20 out of 23 purchased a unit for the 2014 Season. Two decided not to purchase, as they planned to sell their glider(s) but would purchase one for their new glider later this year. The third person has a transponder and has opted not to acquire a PF at this time. He/She might want to rethink this and purchase a PowerFlarm so he/she can be proactive in avoiding other PowerFlarm equipped gliders rather than having them trying to avoid him/her simply by visual contact.

I have noticed that the majority of glider pilots wear a parachute to save themselves in the event serious control malfunction or midair collision – GOOD IDEA. Let's call this being reactive – after the fact we have a possible solution. However we now have available to us an aid, the PowerFlarm, which allows us to be proactive – a solution to help us avoid a midair with another glider in the first place.

Imagine this: we decide not to purchase a PowerFlarm as we think the risk is low and the cost is high. One day we go ridge flying which usually entails flying at a low AGL. A midair with another glider happens – might I suggest that the likelihood of a safe bailout is remote. The parachute is of little value under this scenario; however, if both gliders had been PowerFlarm equipped the midair might not have occurred. One's last thought would probably be I wish I had listened to the SAC/ FT&SC and purchased a unit. TOO LATE!!

You might be shocked by my comments – from age 18 to 43, I was a regular member of the RCMP (25 years, retired in 1982), 8 years as a policeman and 17 years as an aircraft captain. I attended and investigated many fatal accidents where I am sure the deceased did not fully appreciate the risk(s) they were

entering into. I personally know 22 pilots, power or glider that have died from aircraft accidents. It has not stopped my love of flying, however the accidents in the Pacific zone have made me ever more mindful that there is a real enhanced risk of a midair when flying gliders, thus the need to be even more proactive in managing this risk. I fully recognize that one cannot completely eliminate all possibilities of a midair collision with another aircraft, however in the airspace in which gliders operate by utilizing equipment like the PowerFlarm to help us, we might possibly avoid a third midair accident in Canada. Especially in cases of glider to glider and/or towplane.

I am told that due to the high level of midair fatalities with gliders in France, that their governing body for glider operations has made the use of the PowerFlarm mandatory.

In closing, my response to Rudy's wife's question that was put to SAC is that the BoD encourage members to equip their gliders with PowerFlarms and hopefully that by 2015 we can advise her that *"Lessons were learned and actions were taken by SAC Clubs/ members to help reduce future midairs in the world of gliders."* It is up to us pilots to accomplish this goal. In closing I hope you have a safe flying season 2014.

P.S. My comments above are not intended to be judgemental or critical of others, but to stimulate discussion of the risks involved in gliding and what we might do to help reduce this risk.

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

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

Listed below are the club reports received for the 2013 season. In reading these reports I am always reminded of the great efforts put in by those at the club level who assume leadership rolls and provide that extra volunteer time in order for all to enjoy our sport. They deserve no less than a big "Thank You". I am looking forward to the 2014 soaring season and the opportunity to visiting each club site.

Alberni Valley Soaring – Allen Paul

The year 2013 was a very good one for the Alberni Valley Soaring

Association. Membership numbers remained steady at ten for the season. The weather especially in June and July magically cooperated and the club PW-5 had its best season yet. With the glider remaining assembled in the hangar and having access to air tows seven days a week from the Vancouver Island Soaring Centre (VISC), we are a spoiled bunch. But we are not just a PW-5 club. The privately owned Schweizer 1-26, Javelin J4, and Pilatus B4 also experienced good soaring seasons. Next spring we'll be welcoming a private Libelle 201B which means our hangar will be sheltering 6 gliders. But there's still room for more!

Club members continued to explore the cross country opportunities in the Alberni Valley soaring along the Beaufort Range as far west as Elsie Lake. On other strong thermal days the terrain around Great Central Lake and points south proved very workable. The PW-5 log book showed 95 flight hours flown over 59 flights which was a significant improvement on last year.

The plateau atop the Beaufort Range became a favourite destination, and soaring along the face of Mount Joan in June was the place to be if you wanted to soar with 20 recently fledged bald eagles. For those up in the PW-6 undertaking their first glider flights, the appearance of a flight of eagles off the wing-tip offered a magnificent introduction to soaring.

The PW-6 soloed two pilots and we were fortunate to have one of them join the club by the end of the summer and become proficient on the PW-5. Our youth member also earned a gliding scholarship to continue his development. With it he was able to build on his summer of 2012 licence achievement before heading off to school at NAIT in Alberta.

We continue to work on the club/airfield facilities to have them better serve our requirements. The reseeded grass landing area beside the runway responded well to the summer growing season and we are optimistic that next spring we'll have full use of the surface as our secondary glider landing area. This year the AVSA website was revamped and the club introduced its Facebook page. We also improved the airport signage to make it easier for visitors to locate us. In 2014 we'll be working with the airport authorities to make the current runway edge lighting system more glider friendly and we'll be deconstructing a hard top tent trailer to produce a mobile flight line storage vehicle.

In August the RCAF at 19 Wing Comox hosted the first major airshow on Vancouver Island in many years. The AVSA took that as a challenge. The club PW-5 which fit nicely into the VISC PW-6 trailer and several members made it over the Alberni hump and set up in the airshow static display area. With the trailer decked out in attractive *"Let's Go Gliding"* decals and the PW-5 strategically located next to the air display viewing area, we were pleased with the response. We had many visitors to the display and a lineup for cockpit familiarization photos. Based on the positives experienced here we are looking at other opportunities in 2014 for AVSA gliding presentations.

The day before the airshow the Pacific Region Gliding School at Comox held its graduation ceremony. Many cadet glider pilots and their parents delayed their departure to attend the airshow and were able to make their way to our display. It was our great

pleasure to meet these budding young aviators and introduce them to what their next gliding opportunity could be if they wished to further develop their gliding skills.

All in all we couldn't be happier with how 2013 turned out for the AVSA. For those glider pilots looking for a fun place to visit in 2014 we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other natural attractions of the beautiful Alberni Valley. Although the short days and long nights are now upon us we're looking forward to the crocuses of February and the beginning of another season of silent flight.

Canadian Rockies Soaring – Mel Blackburn

Our 2013 soaring season began with the club AGM on 20 April. During the meeting Trevor Florence was presented with the Canadair Trophy for the 6 best flights of the year with a pure glider. As is the tradition, rigging of the club 2-33 was carried out in the afternoon by those members present. Several check flights followed as time permitted.

Membership Club membership remains stable at about twenty. Early in the season we had the pleasure of welcoming Martin Jones and his Discus SK back after an absence of several years. One of our early members and past club president, Evelyne Craig, decided to reduce her flying time and consequently put her glider up for sale. Fortunately, her Discus C-GRLG, will remain at the club as it has been purchased by Gil Cormier, a new club member. Gil is a commercial airline pilot of many years and wanted to get back to the feel of hands-on flying that ignited his initial interest in aviation. Evelyne still intends to soar occasionally over the beautiful Columbia Valley. It was an exciting year for club member Gunther Abel. He became the proud owner of a PW-5, C-GJKJ that he purchased from Karl Soellig. He's looking forward to stretching his wings and doing his first 300 km flight.

Safety 2013 was a frustrating year from a safety perspective. Although there are no accidents to report, it became a club objective to have 100% of the club and member gliders equipped with PowerFlarm collision avoidance devices. Although this was briefly achieved at the beginning of the 2013 season, it was quickly thwarted by the failure of all of the portable PowerFlarms that had previously been returned to the manufacturer for upgrading. All of these portable units were immediately returned to the manufacturer for diagnosis of the problem and repair. The units have now been returned to their owners, so we are optimistic that this objective will be attained for the 2014 season. This is an extremely important safety issue for soaring in the Columbia Valley as the majority of the x-country flights flown out of Invermere tend to follow the narrow band lift that's present along the ridge tops on the east side of the valley.

Visitors During the season we had the pleasure of welcoming a few visitors from afar. Lemmy Tanner, a long time pilot from the UK joined us for the month of July. Lemmy is also CFI and weather forecaster for Glide Omarama in NZ. Also in July, Valda Dekina, SOSA, made her second trip to CRSC and, using Invermere Soaring Center's PW-5, had some memorable flights. Her OLC comment after her 24 July flight says it best, "Amazing day.

Never ever been this high in a glider. My best flight ever!" Dave Baker, Vancouver Soaring, completed 34 flights on his summer vacation at CRSC and covered over 10,000 km.

John Good from Pennsylvania also paid a visit with his Duo Discus. CRSC and Trevor Florence, Invermere Soaring Center, would like to extend a warm invitation to all pilots to visit our beautiful valley and explore the amazing soaring opportunities.

Weather As was the case for many other soaring clubs in Canada, the quality and number of flights flown during the season was adversely affected by the weather. Climatologists have predicted global warming with corresponding higher atmospheric temperatures would result in an increased amount of moisture in the atmosphere. This was readily evident in the weather experienced during the soaring season at Invermere. Although there were a few very good soaring days, typically the air masses that moved in from the west looked more like maritime air rather than continental air. The clouds were saturated with much more moisture than normal. This resulted in the critical temperature required for triggering thermals to be delayed by at least a couple of hours. This in turn resulted in shorter soaring days and shorter flights.

Scholarship student(s) Normally we would have two scholarship students, however an unforeseen last minute cancellation left us with one student, Cameron Walters, who did a fine job in learning the skills of flying a glider. Due to poor weather at the end of the course, we couldn't send Cameron solo, but hope that he can carry on with his training in 2014.

Silver Star Soaring – Bernie Boehnke

Silver Star Soaring did not operate in the 2013 season, nor has it operated in the last 3 years. This was due to the loss of the L13 Blanik. The club assets have been sold and the club will no longer be operating out of the Vernon airport. There are only two private gliders remaining as Karl Soellig has sold his PW-5. Malcolm operates out of Invermere and Mike is in the process of rebuilding his glider.

Unless other people come up with a new game plan, there will be no glider operations out of Vernon for the 2014 season.

Vancouver Soaring – Daan Wynberg

VSA had a good year, with 48 active members. Membership increasing by 10 new members, including some returning old members, but most of whom were new to soaring. One was a social member, and one a towpilot. VSA had a safe year of flying and a separate safety report is being prepared by our Safety Officer, Gerry Binnema.

VSA is very much a volunteer-run club, with members allocated to teams and a roster system to rotate members to do duties about once a month on average. Volunteering is of course on a non-compulsory basis and membership is not dependent on doing duties, but the moral obligation of doing your bit and the benefits of the predictability of knowing when your help would be appreciated (and conversely when you can relax and just enjoy soaring) has encouraged members to embrace the system. Also members on duties are encouraged to get a flight

in on their duty day, so the trip to the club is not just to spend a day on the ground.

Training at VSA is very active with two one-week courses held and several members going solo this year. We had four active instructors and about four more who were able to fill in on an ad hoc basis. 830 tows were made, and with no self-launchers this year, that equals the number of glider flights launched from Hope in the 2013 season.

Flying has been fun around Hope, but for the longer flights some of our members have done trips to Invermere, Ephrata, Nevada, and even to Bahia in Brazil, so there are quite a few respectable long flights logged for the VSA at these different locations.

Most members have indicated that they will be returning next year and I have every hope that 2014 will be another fun year. I am hopeful that the number of actively rostered instructors will go up to at least 6 to reduce their roster frequency.

ALBERTA ZONE – John Mulder & Al Hoar

Is anyone else hoping for fantastic soaring weather next year or an earlier start to the season? This spring did not accommodate us much and I think that always provides challenges to get our clubs up and running, checkouts completed, and training under way. A slow start to spring seems to impact the entire season and that was evident in the lack of any OLC points at CAGC.

There were many activities this year and as usual, only a few people can manage to make it to all of them. What makes our association strong though, is all of us participating when we can. I had the opportunity to represent our sport at the Airdrie Airshow and at *Chics Take Flight*. The airshow had a good turnout and with Cu Nim and CAGC there with displays and people on hand to answer questions, a positive contribution was made to the airshow and we generated some interest in our sport while dispelling the usual myths as well. The *Chics Take Flight* event was a huge success! Many “dudes” are also influenced during the event so I won’t say it is strictly for the ladies. My favourite part is the opportunity to get our clubs together and socialize while enjoying and sharing our sport with others.

I want to thank those who worked so hard to make *Chics Take Flight* so successful. Most importantly, I would like to thank them for their focus on safety. I estimate there were 200 people in attendance who have limited if any experience around aircraft. With our gliding operation, the parachute jump zone operating, the Vintage Wings Stearman providing rides, and a few itinerant aircraft, there was a lot to manage and everyone’s participation in supporting the safety culture that we continue to nurture was demonstrated.

This is my last report as the SAC Alberta Zone director and am handing over this responsibility to Al Hoar at Cu Nim. I want to take this opportunity to thank each of you for your assistance and support of SAC and my efforts representing you at the national level.

From Al: *Like John, I am also hoping for good soaring weather in the spring. But even more than that, I am hoping for, even counting on, a season of safe soaring with no injuries or fatalities anywhere in Canada. So how can we all achieve that together? I guess there is no way to be completely sure that this will be achieved, but we can certainly do things to make soaring safer.*

One example: We know that midair collisions are often fatal and we know of a way to greatly reduce the possibility of a midair collision. That would be to equip all gliders and towplanes with a PowerFlarm. In Alberta there are about 15 Flarms, and 121 members (SAC count). How many active gliders is a guess, let’s say 30. If there are 30 active gliders, there are thus 15 without Flarms. Now imagine this scene – you are involved in a midair with another glider. You are not injured, the other pilot is fatally injured. The other glider had Flarm, you did not. How would you feel? It would be terrible! I think an objective this year should be to get all the gliders in Alberta equipped with PowerFlarm.

Cu Nim Gliding Club – Pablo Wainstein

Five years of involvement in gliding and three years as the club’s president has led me to an interesting conclusion about the dichotomy of how gliding clubs are managed. While flying, regardless if it is around the club, on a cross-country flight, or climbing for a Diamond, we are constantly evaluating our situation, thinking how to improve our flying and make the appropriate corrections, especially while landing. Not thinking is going backwards. So, why on earth, if our sport and the required actions are this dynamic, is club management in general so reticent to change?

Often it seems as if all the dynamism of our flying stays up there and doesn’t permeate down to our actions within gliding clubs. This is exactly the lethargy we wanted to move away from at Cu Nim. In one word... make the club dynamic. Society changes day by day and we are used to quick responses, products delivered right away, and complete satisfaction. Is this one of the reasons why gliding has decreasing numbers worldwide? I am not entirely sure, but the realization of the need to be dynamic is making Cu Nim grow.

In a matter of four years we have acquired two new double seaters, an ASK-21 and a DG-1000S. They are surely not cheap but they are a delight to fly. We are paying for them with a combination of bank and members loans. One source of income is introductory flights, but also the increase in happy members. Don’t be afraid to renew the fleet – it brings more members and refloats club morale. That smile that pilots have after a nice flight in the DG takes days to erase from their faces. Trust me, I still have mine. All in all, the club is paying off debt fairly fast and we should be debt free again in four to five years if all goes well.

Currently we are in the process of selecting a newer single seater to promote more cross-country flying by our licensed pilots. Interesting enough, the renewal of the fleet has changed the orientation of the club. Years ago, when gliders like the 2-33 were the trainers, the only option after licensing was to get a private glider in order to continue improving your flying. Not anymore at Cu Nim. It is true that waiting time is always an issue, but boy, is it ever worth the wait to fly the DG or the K-21. In-

structing in these is definitely more pleasant for our instructors who devote so much of their time to the club. Costs are shared within the membership and it gives access to very nice equipment. One drawback of renewing the fleet is that the new glass ships are heavier. We have three main options to consider: a longer runway, paving the runway, or getting a better towplane more suitable for the situation. Yup, we are looking at the least expensive option... number three.

Several activities and events made the season much fun. We participated in *Chics Take Flight*, which was a success thanks to CAGC. Tony Burton had his Russia on display at WestJet Days in Calgary. For the third consecutive year we hosted the RAA fly-in breakfast – each year we get more planes (25 was the count this August) and more pilots interested in getting to know the club, having intro flights, and enjoying a morning with fellow aviators. Beside this, Ted Sorensen gave a week of aerobatics training for Cu Nim instructors. Although it rained 40% of the week, the conclusion that participants had was along the line of ‘I thought I had mastered flying... not anymore... there is so much more to learn and improve’. Last but not least, we also held a student week where four students flew every day of the week for three or four flights a day. It made a big difference in their development which resulted in first solos soon after. Thanks to CFI Allan Wood and to Phil Stade for their help and enthusiasm.

Snow was starting to fall while I wrote this column, but we have not stopped working at the club. We have just laid the gravel foundation for a new garage that we plan to build next year and use it for in-house glider repairs and storing equipment. Plans are underway to get new retrieve vehicles and have the annuals of the gliders done during November so we can be flying at the first hint of spring next season. It has been a very good year and I thank the club for giving me the chance to serve as the president. It has been a pleasure. Let’s share the sky again next year!

Central Alberta Gliding Club – Valerie Deschamps

Club members met on evenings and weekends during the winter and early spring to continue repairs on the Lark and although great headway was made the repairs were not completed in full. Parts were hard to find and repairs to key components proved to be more difficult than what first appeared. We will continue this winter.

Check-out flights started in early May when weather and ground conditions were finally favourable. Grande Prairie club members travelled down for our first weekend of flying. The winch was used several times this summer and our hope is that we will use it more often in 2014. The longest flight of the year was made by Leo Deschamps on 31 August when he took the Dart up for 3:30 hours. Other multi-hour flights done this year were in the 2-22, Bergfalke, Zephyr, Cirrus, and the 1-26. Several members of the new Lethbridge club visited us on a couple of occasions to gain experience in a 2-22 and to learn about club operations. We came away with a new appreciation of our sport and how valuable and rewarding it is to encourage and support new clubs.

Promotional activities included the Red Deer Community Services Guide spring edition and displays at several events in Central Alberta. These were designed to promote CAGC, soaring

in Alberta, and enhance public awareness. The *Chics Take Flight* event was hosted on 10 August. Photo shoots were done for the front page of the Red Deer Living summer edition and the story within (<http://digital.lovereddeerliving.ca/Summer2013>). The Innisfail Province did a story on 6 August (<http://www.innisfailprovince.ca/article/20130806/INN0801/308069976/0/inn>) and Shaw Cable shot a video for their cable news channel program “Go Central”. CAGC was also present at the WestJet Days in Calgary, the Airdrie Air Show, and the Rocky Air Show. All great publicity!

Chics Take Flight was a huge success. There were several aircraft on static display including a WWII Stearman from Vintage Wings Canada, three flight simulators, several vendor displays, notable guests for Meet and Greet, sponsored food services, and donated prizes. Four gliders were available: ESC brought the Puchacz down from Chipman, Cu Nim brought the DG-1000, and CAGC used its 2-22 and Bergfalke. We had two towplanes: the ASC Scout and the privately-owned Citabria.

Thanks to the organized efforts of the flightline team, 44 flights were made, each lasting 15–25 minutes. Each two-seat glider took eleven passengers. Community Sponsorship allowed us to provide flights to five youths at half fare. Thank you to everyone who participated, whether it be for volunteering your time or equipment or coming out to the Big Bend Airport near Innisfail to take a flight.

CAGC welcomed three new students this year: Geoff Beuerlein, Mark Dobroski, and Helge Nome, who all have some power experience. They replace others that have stepped back so our membership count stays the same. Ethan Brown, our youngest member, performed his first solo flight on his 14th birthday on 11 August. Two other members, Mel Walters and Valerie Deschamps, experienced their first landouts. Our last flying day was on 26 October – it was a stable, beautiful fall day and we had a great time just enjoying the view and practising the basics.

As usual, we are looking forward to seeing all our friends from the Canadian soaring community again and seeing what the new year will bring. August 2014 will see the Central Alberta Gliding Club celebrate a milestone, our 25th anniversary.

Edmonton Gliding Club – Henry Wyatt

As usual we started 2013 with an ambitious calendar and, as usual, it didn’t turn out quite as planned. A big difference from last year was the uncooperative weather, but it was mild compared with the Calgary area. We did hold the three flying weeks, postponing the June meet for a week. In spite of that, the weather was too unstable to go ahead with the Regional Contest. Chris Gough, who represented Canada in the Junior World contest in 2009, joined the club this year – he has chosen commercial flying as a career and was based at Slave Lake. His knowledge of contest organization and contest flying was a huge help in planning the contest even though it didn’t happen due to bad weather.

Despite all this, Bruce Friesen put up so many good flights, most in his new-to-him Discus as he describes it. His 27 May flight of 6:20 hours and 546 kilometres was described in the fall issue of

Free Flight. He's unstoppable.

Each year we put effort into community relationships. Chipman has been hugely supportive over the years. Each year the town runs a Vintage Car show; entrants come even from other provinces. We sometimes take part in the parade. This year was the Chipman Centenary. We offered reduced cost flights during the event, with an advertisement placed on their schedule handout. Many people came. This year Lamont held a celebration and asked whether we could fly over the town with a glider in tow. This we did, and secured photographs. It seems such a small thing and yet does so much to build relationship with the local communities.

On the negative side a communications tower was built just outside Chipman. By some mix-up we were not told about this until it was too late to make changes – not really anyone's fault but a typical snafu in communication. The hazard is not large because it is far enough away, but it is one added thing to bear in mind when approaching the circuit.

Members went to both Cowley camps. In summer Chris Gough had a great flight spending a fair time west of the Livingstone Range. And at the Fall Cowley, which seems to have been a most successful camp despite its later date, Gary Hill gained his Diamond height. We had one new experience with oxygen use (or unintentional none-use) which should lead to Safety Notices issued by ASC.

We had one accident with damage to our L33. Something I had not thought of, though I should have done. One member, exhilarated in lift, drifted a bit too far south and failed to make it home. He chose his field and flew a good circuit, but touched down in a hay field with a long crop. The crop clutched his wing tip and he groundlooped. All is now repaired, but it reminded us that on the prairies where everywhere is a landing field in spring and fall, many fields may turn hostile in the summertime.

Under Bruce Friesen's guidance we shall develop simple charts with circles drawn around Chipman showing the altitude needed for return to the field with due allowance for unanticipated sink. That's especially for those students who need to stay within gliding range of the field.

John Broomhall led the Junior Camp this year with Jason Acker as his number two. Using lessons from last year they had a smaller group, tightened up discipline (remembering that from a Cadet background pilots are more accepting of discipline than those raised and trained in the egalitarian atmosphere of a gliding club), and kept tighter control of the flightline. Thanks John and Jason. Their report on the camp reassures us all that we can continue with this most useful service.

Our long awaited Perkoz two-seater has not yet arrived. We think the lesson is not to buy a sailplane that is not on the register of one's own country, but it should be here before next season so we take heart.

A note about fleet servicing. We have been lucky to have access to space in the Alberta Aviation Museum to do this work under

the careful eye of our AME. Now that the City Centre Airport will close within the next few weeks we may need to make other arrangements for next year. I guess the lesson is that one should never get too comfortable. Too many things can change.

In reference to change, with the closure of the airport the classified airspace around Edmonton will change. We expect to have more access to space to the west and northwest and over Elk Island Park. This should help. A few years ago a member was enjoying great thermals. We called him to tell him, "Watch your height". He heard, "What's your height" and told us his altitude and location. He was well into Class C airspace. Mistakes happen.

Sadly, we lost two members this year. Stu McLellan was a power pilot who took up gliding with us a few years ago and then became a towpilot. He was a gentle, optimistic man who was so reliable when he took on a task. And Rick Miller, who took up soaring after many years of hang gliding. He was a kind, clear thinking and helpful man. Both will be much missed. Both Stu and Rick were exactly what the club needed; they came from a new and somewhat younger generation. We have several others like them and expect leadership in the club to come from those people in the years ahead.

For another year, Wayne Watts supervised all training as CFI. We are short of instructors and must find more. Even so, four students were licensed this year. Steve Chirhin is a power pilot and gained his licence all in the one season. Thorsten Duebel, our club secretary, reached licence. His background is in motorcycle racing; we're impressed when he turns up on his scarlet racing bike. Lauren Ryan is our treasurer – she soloed, then licensed – all in the one year. A very determined Veronika Szadowiak trained, soloed, and passed the flight test all in the year, but must wait for her birthday to get her licence. Something of a record. It wasn't a bad year after all.

PRAIRIE ZONE – Jay Allardyce

All clubs in the zone had a slow start to the season due to a wetter than normal spring; however, most appeared to have decent seasons. Both the Winnipeg Gliding Club and Saskatoon Soaring Club have been focusing on encouraging cross-country flying within the club. I strongly believe cross-country flying is the hook that keeps people excited and engaged in our sport and it's great to see clubs encouraging people to do more of it.

PowerFlarm has not seen wide adoption in the Prairie zone relative to other areas of Canada. There are no aircraft equipped with PowerFlarm in Manitoba, and only three private owners at the Saskatoon Soaring Club (SSC) have PowerFlarm installed and they have had challenges and problems with their units. However, once the problems are ironed out, the SSC has plans to install the units in all club aircraft.

I would encourage all clubs and private owners to take a serious look at PowerFlarm in the near future. While nothing can replace a good lookout, PowerFlarm can significantly enhance a pilot's lookout which is always a good thing.

Prince Albert Gliding and Soaring – *Keith Andrews*

During March and April Dennis, Rob and Keith worked on getting the equipment ready for spring. On 5 May Bob Dueck performed the annuals on our gliders.

The 2013 AGM was held in the home of Dennis and Lynda Mountford on 18 May with six members attending. All officers were returned to the positions that they held the year before.

Flying started in earnest on June 1st with annual proficiency check flights. The weather this year was slightly better than it was last year. We flew on 16 days and accomplished 88 flights for a total 25.4 hours.

On 7 July a crew from *Max TV* came out to the club to do a piece on gliding. They spent about four hours with the club. On 9 September the club held a BBQ for members and invited a number of prospective new members to participate a good time was had by all. This year we continued flying up to 28 Sept after which it was impossible to get enough members together at one time to fly.

Saskatoon Soaring Club – *John Toles*

The club got a late start to the season due to the long winter and wet conditions following the snow melt. Check flights were started May 12, a full month later than average. A ground handling incident during the annual inspections resulted in a damaged aileron on the club solo ship, and it was out of service until the end of June. A seemingly minor landing accident put a private glider out of service for most of the season. Although membership was up a little, these factors resulted in fewer total flights than the previous year, but on par with normal activity for the season. The club continued to use both winch and aerotow launches for training flights.

The club year started with our AGM and dinner at the end of January. On a sad note we remembered Clarence Iverson who passed away during the 2012 season. He joined the SSC about twenty years ago when he retired and moved to Saskatoon. He was a hard working towpilot, instructor, executive member, and organizer for the club. He "retired" from flying at age 80.

A ground school was held in the spring with ten attending. Also, we had a SAC simulator set up during the winter and spring, with good use by members, and an introduction for ground school students. The class of community college Commercial Pilot students also got to experience soaring on the simulator. (The sim was set up in a room off the commercial pilot classroom). The experiences were positive enough that we plan to develop our own SIM shortly and use it to help us pass the cold wintertime productively until we can soar in the prairie skies again come spring.

In an attempt to encourage cross country activity for less experienced glider pilots, a series of short tasks was developed that could keep the pilot within a glide distance of the airport. The goal was to have a specific purpose for each flight – flying to pre-determined turnpoints rather than wandering about the sky. Personal bests and improvement were stressed, but competitive nature being what it is, it was also a challenge to better

the other pilots. As well, those new to cross-country flew with an instructor to an alternate airport nearby with the towplane accompanying them for the return flight.

One pilot and glider owner travelled to participate in the Region 8 competition in Ephrata, Washington with a stop at Invermere on the return trip. Club pilots also attended the Cowley summer camp.

In general, a good year, with good interest and potential for growth. A goal for 2014 will be to get more instructors trained and active. During the upcoming AGM we will begin our planning for the 2014 season which will likely include a training week during the summer and possibly more members heading out to the Cowley summer camp.

ONTARIO ZONE – **Stephen Szikora**

The weather gods were fickle this year, resulting in poorer conditions in Southern Ontario but generally better conditions in Eastern Ontario, aside from the Nationals held at Gatineau Gliding Club. However, when we did get flying we appreciated it so much more. As I read through the club reports in the zone, I can't help but be impressed by the variety of challenges we face and the different opportunities that each club is exploring.

Within the zone there seems to be a real push for fleet renewal, new programs such as aerobatics and winching, collaborative efforts between clubs, etc. There is more and more a sense that our clubs are improving their operations and this is important after a grim period that saw several Ontario clubs fold or merge over the last decade. In fact, total club membership within the zone has been very stable for the past 5 years and currently sits at 447 or about 45% of total SAC/ACVV membership.

Going into 2014, the Board has decided to split the Ontario zone into Southern Ontario and Eastern Ontario zones to better reflect the demographics of the national gliding population. Joining Bonnechere, GGC, and RVSS will be MSC to form the new Eastern Ontario Zone. This will mean a new Board member from that area and provide some important input at the national level since the Ontario zone director has for some time come from Southern Ontario.

SOSA will be hosting the Nationals in 2014 and we are looking to organize strong Regional contests in all zones including regional contest in each of the two Ontario zones. As an amateur sports organization, we need to develop a strong hierarchy of events that ultimately leads to international competition including the World Contest in Poland this summer where Canada will be represented by two Ontario pilots, Jerzy Szemplinsky and Dave Springfield. Good luck gentlemen.

Bonnechere Soaring – *David Beeching*

2013 was uneventful for our club, we have a single glider in operation, a 2-22, our towplane is in good working order, and we have a Skylark single-seater that we would like to get in the air but for registration issues, and we still have our Blanik L-13 with hopes that the repair kit approval can be resolved soon.

A former student returned this year and finished his training, we also have two part time students. One student is in the military which means his attendance is spotty and the other student has weekend commitments so only shows up infrequently.

Our field is rented from the Ontario Ministry of Natural Resources for what has been a reasonable rent up until now. Last fall they informed us that they will be raising the rent by 400%. After discussions with them, it turns out they were basing the rent on the value of properties they have disposed of in Eastern Ontario not far from Ottawa. Once they found out how low the property values were in our area they seemed to be willing to reevaluate the rent based on those local values, although they have yet to come back to us with a number.

We officially have seven members now if our students come back this year, which will be the most the club has had since I joined in 1995.

Great Lakes – *David Donaldson & Dolores Daly*

We did 445 flights last season – 330 of them solo and 115 dual. 410 of those flights were club aircraft and 35 private aircraft. Last winter we ran a ground school. This past summer we had 6 students and one soloed. We also advanced a couple pilots towards cross-country, working on Bronze and Silver badges.

London Soaring – *Chris Eaves*

London Soaring changed its governance model in 2013 by electing a 3-member board of directors and appointing the operational leaders. It might take a few years to get all the bumps ironed out but the basic idea seems to be sound.

We started the year buying our second L-23 Super Blanik to replace our grounded L-13. Having two two-seat gliders again was very beneficial with the students getting more flights and intros not have to wait so long.

One of the goals for the club is to increase our membership to what it was in the past. We accomplished many publicity campaigns as well as hosted an open house. We'll strive to continue building our membership numbers as we move forward.

Our single place Astir didn't fly very much this summer due to the poor soaring weather in the beginning of the season and a lack of members qualified to fly it. We hope to get more members qualified so it can be enjoyed more.

During the winter months we conducted bi-weekly workshops with speakers about soaring topics and about other aero sports. Speakers have been club members and guests. These workshops go over very well and hopefully keep everyone's interest peaked over the winter. This winter we're inviting non-members including local Air Cadets to join us.

Also during the winter, members do maintenance on our tow-plane and club gliders. Last winter we worked on our first L-23, replacing the front instrument panel and the fabric on the control surfaces, and polishing it and our 1-34.

In 2013 we lost a long time member and friend in a tragic fly-

ing accident at the field. Members rallied around and did an excellent job helping out and supporting each other. We will probably never know the exact cause of the accident and are reminded that we all need to learn as much as we can about flying to stay safe.

Rideau Valley – *George Domaradzki*

2013 was a safe year without any major accident for our club. We had gliding operations on 74 days. The weather was better and we often had mid-week flying. We have increased the average hours per club glider to nearly 73 hours – up from 66 hours the year before. We had 852 glider flights, of which 778 were in our five club ships. There were 114 flights registered on OLC.

In spite of the high attrition rate (13 departures) we were able to attract 13 new members and maintain our membership at 39. This year, six air cadets have joined our organization and they have quickly progressed to being licensed. Though many leave in order to continue with the Air Cadet program, we have found that a sufficient number have eventually returned to become long-lasting members of our club. We believe that being hospitable to Air Cadets will prove to be an important factor in sustaining clubs in Canada.

We have been able to attract visitors (102 introductory flights) and new members in great part due to our improved website (see *An Electronic Presence* in the 2014/1 Free Flight). The website is also a valuable resource for members; they can keep up with the news and obtain soaring forecasts. Over the winter the website directs interested people to join the ground school; we've had over 30 students in the last two years. We have continued with the SAC Youth Bursary Program. Three members – two returning university students and one ab-initio high school student – shared two bursaries.

In terms of gliders at the airfield, a private owner has acquired a PIK-20. We are in the process of recovering the wings of our towplane and refurbishing the instruments on some of the club ships. Thanks to the facilitation and encouragement of our OO, Tim Forbes, our club is garnering badges after a hiatus of several years. We expect to see an increase in 2014.

Gatineau Gliding – *Douglas Laurie-Lean*

2013 was another successful year for the Gatineau Gliding Club (GGC) with flying income down only slightly due to overall weather through the gliding season. The total membership has remained static at about 100 over the past five years with 60% being flying members. The turnover in membership has been roughly constant at 15%, with a roughly equal amount of new members replacing those leaving each year. The GGC currently has three student members and six Air Cadets, and awarded one SAC flying scholarship. A candidate was interviewed for the GGC, 'Adam Sneyd' Flying Scholarship, but won't begin flying training until this year.

The *Freedoms Wings Canada* program has been active in the GGC for the past nine years with a total of 460 people with disabilities having been given free, therapeutic glider flights over this period. This program has been in collaboration with the Ottawa Rehabilitation hospital, and thirty flights were per-

formed in 2013. See article, and video clip reference in the 1/2014 issue of Free Flight.

GGC hosted the Canadian National Championships in 2013, and an interesting innovation developed by GGC members was the real time, Google Earth tracking of certain contestants on a large TV screen in the clubhouse. The tracking devices were developed by club members, and enabled non-competing members to vicariously take part in the event.

The Glider Licence Ground School is alternately organized by Rideau Valley Soaring, which performed this function at the National Capital Aviation Museum in 2013, and is currently being run by the Gatineau Gliding Club (Jan – Mar, 2014).

The club attended the Gatineau Airpark Airshow in 2013, with a static display of two gliders as part of our marketing campaign for the sport.

As a final note for information purposes, it came to the GGC's attention in 2013, that the club, as a Non-Profit Organization (NPO) is obliged to file income tax returns, even if as an NPO, it is deemed tax-exempt. This requires the filing of a T2 (Information) tax return. In addition, if there is any income to the NPO from outside sources, such as Property Rental (eg. the provision of storage facilities during winter months, or interest from investments, income tax must be paid on these categories, requiring the filing of a T3 tax return, and an additional T1044, if such income exceeds \$10,000.

Late filings may be required by the CCRA to go back ten years, and should be accompanied by a 'Voluntary Late Disclosure' letter with the possibility of avoiding interest and penalty charges.

SOSA – Herrie ten Cate

Another year... and SOSA continues to thrive and survive as one of Canada's top gliding clubs. That said, membership levels are an on-going concern. It's an issue faced by gliding clubs throughout the country but solutions need to be found. Without a steady stream of new members, the gliding movement in general and this club in particular's long-term survival is at stake.

This year, SOSA will be hosting the Canadian National Gliding Competition. It's a great opportunity for us to host our fellow cross-country pilots and demonstrate our ability to run a first class competition. Details are on the SOSA and SAC websites.

The job running SOSA and keeping it on track is an on-going relay race. Every year, board members move on and others take their place. Serving on any gliding club's Board of Directors is a challenging and time-consuming task. That said, it's also rewarding. Keeping a club on track and steering it through good times and bad means we can all keep doing what we love... flying gliders. Every member has skills that are applicable to serving on their club's BoD.

SOSA has completed the installation of PowerFlarm in all of our club gliders and towplanes. It's a small price to pay for safety. It's not a panacea but is most certainly a valuable tool for glider pilots.

SOSA now has a state of the art flight simulator. Integrating the simulator into club training is an on-going project.

Winching is now going to be folded into of SOSA's operations. This means changes to the way we operate. The SOSA BoD believes winching will be part of the club's future.

In 2010, the SOSA Board of Directors initiated a review to organize and update SOSA's antiquated by-laws. It's a very time consuming process that's been complicated by new government regulations concerning "not for profits". We have until October 2014 to bring in a new set of bylaws. A new and revised set of bylaws is close to being ready for the membership to review and hopefully approve.

Toronto Soaring – Tas Hashmi

We had a good season with membership remaining about the same as previous years. We had good flying days with large number of our members undertaking long cross-country flights. There was a lot of work done on improving club infrastructure, such as a completely refurbished clubhouse, a new washroom and showers, painting of hangar doors and, of course, lots of grass cutting, thanks to a new mower. There was pot luck almost every month with a good turnout and great food from members, families and friends.

We did have a break-in, for the third year, into our club house and hangar with about \$5000 worth of property being stolen. The police have been unable to apprehend the culprits. We did remove all valuable equipment at the end of the 2013 season and reinforced doors.

Being located in uncontrolled airspace we did notice more than the usual light to medium, slow and high speed traffic overflying and in close proximity to our field. After one such fly-over we contacted the particular operator who seemed to be lacking situational awareness in regard to glider operations at our field. As part of our daily briefings all pilots are advised on ensuring good lookout. Additionally our ground crews also keep a lookout for traffic and where necessary radio the position of other aircraft.

The new runway project was completed by Hydro in the fall; however, we do not expect it to be operational until 2015. We did elect a new president and thank David Ellis for all his hard work during the past five years. Going forward, we need to focus on keeping club infrastructure in a state of good repair and raise capital for major work on the towplane, as these goals will help retain the current membership and attract new aspiring glider pilots.

York Soaring – Stan Martin

We continue to experiment with new ideas and approaches to increase revenue and expand the operation. This year we stationed one of our gliders (ASK-21) in Seminole Lake, Florida. We have chosen to make this available to any qualified pilots from any club. We hope the experiment is successful and we have the means and the opportunity to make this a regular feature. Scheduling is required and is available from our website.

We have discussed the value of having competitions at the club. Along with our active cross-country mentoring programs, we see the benefit in having these kinds of competitions and opportunities. We hope to develop a culture where cross-country and competitions are second nature to the membership.

Each year for the last ten years we have travelled to Sugarbush Soaring for a week of wave camp. It is safe to say we have re-established the tradition of these trips. This spring we will add to the opportunity by bringing the ASK-21 back from Florida and stationing it at Ridge Soaring for the spring camp.

We continue to look for new ways of promoting the club. Facebook has gotten a lot of attention from one of our members and he has done a great job of keeping it current and promoting it. Our focus on youth has been modestly successful and showing results. The advanced soaring camp has been well received by the Cadets and others and we have shaken its title of "puppy mill" to a great place to advance your skills.

Our plans to renew the fleet are continuing on schedule as has our focus on improvements to infrastructure. We have cabins and showers on site and offer good camping conditions for trailers and tents. Our steady improvements have left our camp site filled and our clubhouse has become a favourite hang out after long days of activities.

This year we have added several new films on YouTube. These are getting a lot of play and we have great hopes for the latest segment of *The Aviators* TV program filmed at our field. <http://www.youtube.com/watch?v=h5a0tUPxzI0&feature=player_embedded>. Our acro program continues to be well received by the members and has proved to be a good choice.

The club finances are healthy, we hope to improve on our flights and membership after an abysmal weather condition last year. We think we can make real progress on those goals if we can get a break with the weather this season.

Here are the stats for the club in 2013:

Total membership 2013	140
Average annual membership 2009 - 2012	146
Members returning from 2012	96
New members in 2013	44
Total flights	2769
Average no. flights/year 2009–2012	3003
Club a/c flights	2452
Private aircraft	317
total	2769
Aerobatic flights	47
Introductory flights	190
<i>Freedom's Wings</i> flights	67
Bursary flights	105
Course flights	491
Students on courses	9
Club glider hours	1114
Average hours / year	1026

Licences obtained	12
Instructors	23
Towpilots	19
First flight	4 May
Last flight (at YSA field)	16 Nov.
Flights at Sugarbush	21
Flights at Ridge Soaring	7
Flight at Seminole Lake	3
Aircraft purchased	0
Aircraft sold – 1-26	1
No. of flying days	115

EASTERN ZONE – Sylvain Bourque

L'année 2013 fut une année assez ordinaire au Québec sur le plan météo, mais assez spéciale sur OLC pour les pilotes disponibles sur semaine. Trois des quatre clubs du Québec ont terminé dans les sept premières positions sur OLC Canada. Plusieurs vols de plus de 400Km, plus de 500Km et même de plus de 600Km ! L'AVVC a terminé au troisième rang. Bravo ! Le printemps fut hâtif, caractérisé par un faible enneigement printanier. Les clubs de la région de Montréal ont débuté leurs opérations vers la mi-avril. D'avril à la fête du travail, soit cinq mois, il a plu que huit samedis, dimanches ou fériés sur cinquante jours.

Tel que mentionné dans mon mot du président, je suis impressionné de voir la proactivité des propriétaires de planeur de 3 clubs de la zone est : L'Aéroclub des Cantons de l'est avec 8 unités et le club de Vol à Voile de Québec avec 19 unités ont rendu obligatoire l'utilisation du PowerFlarm pour leurs planeurs et remorqueurs. L'AVVC a pris une autre approche en recommandant l'utilisation du PF pour ses membres sans l'obliger. Trente des 23 planeurs volant à l'AVVC sont maintenant équipés de PF. Des trois planeurs non équipés, deux sont à vendre et un à un Transpondeur. Je tiens à féliciter les propriétaires de planeur de ces clubs pour leur grande proactivité au niveau de la sécurité.

2013 was an ordinary year weather wise, but very good for the pilots that were available on the week days. On OLC, three of the four Quebec province clubs finished on the first 7 clubs of Canada. Many 400+km flights were made, some of more than 500Km and few of more than 600 km! AVV Champlain finished third of Canada. Montreal region clubs started their season in mid-April.

I am impressed by the proactivity of the glider owners of the three clubs located in the province of Quebec. Two clubs decided to make mandatory the use of Flarms in their clubs aircrafts. ACE in Bromont with nine aircraft and CVV Quebec with 21 aircraft including the towplanes. AVV Champlain took a different approach by recommending to its members owners to buy a Flarm. Twenty aircraft out of 23 will be equipped this season. One glider who has a transponder and two gliders that are for sale decided not to buy one.

I would like to take this opportunity to thank all the owners of these clubs to have taken action to improve safety in the region.

Montreal Soaring Council (MSC) – Mark Schneider

Similar to many sports, we started participating in the pre-season. This consisted of bringing a two-seater down to Florida in the winter and to the ridge in the spring. It is not the same as the Europeans going to Namibia or Spain but it does give us a choice. Our home field start-up was delayed a few weeks this year due to field and weather conditions as opposed to the previous year where we were in full swing in early April.

Mid-May brought us a visit from a past club president and famous glider pilot (CBC in tow) in the form of B. Pearson who celebrated the 30th anniversary of landing the Gimli glider. It was our club's turn to send a pilot to the World Junior Championships in Lezno, Poland. Emmanuel Cadieux represented Canada and like previous participants found it to be an one of those life moments that he would like to experience again. We are fortunate in our club to have an in-house retired meteorologist who goes one step above Dr. Jack in bringing us a more localized flying forecast, and no, you can't have him.

We had a good core of students (mid-teens) this year which kept the 2-seaters busy. Efforts are being made to make sure they come back for a second season and not just check off "learned how to fly" from their bucket list. Club membership was running in the mid-90s, and we have found that the five flight membership is a good stepping stone to getting a full member.

The active baby boomers allow us to fly seven days/week, weather permitting. We relinquished our three year grasp on first place as a club in the OLC with a near 50% reduction of kilometres flown this past season.

Similaire à d'autres sports nous avons débuté des camps pré-saison. Ceci a consisté à positionner le tandem Duo Discus en Floride au Seminole glider port en hiver. En avril sur les pentes de Pensylvanie. Ce n'est pas comme les européens allant en Namibie ou en Espagne, mais cela nous offre d'autres options. En automne le camp de vol d'onde de Lake Pacid New-York fait de nous maintenant «MSC North America». Au champ de Hawkesbury le début de saison fut tardif, retardé fin avril du aux pluies excessives comparativement aux années précédentes en tout début avril.

En milieu mai une visite d'un de nos anciens présidents Bob Pearson pilote planeur prestigieux qui célébrait le 30e anniversaire de l'atterrissage du «Gimli glider». La société Radio-Canada a filmé sa visite en remorquage.

C'était le tour de notre club d'avoir un pilote aux «world Junior Championship» à Lezno en Pologne. Emmanuel Cadieux représentait le Canada et comme de nombreux participants par le passé il a expérimenté un moment de vie qu'il aimerait renouveler. Nous avons la chance d'avoir dans nos rangs un météorologiste retraité, Jean Richard celui-ci va plus loin que le Docteur Jack avec des prévisions locales pointues. Non il n'est pas disponible. Nous avons eu un bon noyau d'élèves pilotes, cette année qui ont gardé les deux tandems en vol.

Aussi trois pilotes privés ont fait la transition au vol sans moteur et vélivol. Il est à espérer que notre groupe d'instructeurs voit ses rangs augmenter en 2014.

Des efforts sont faits pour que nos étudiants reviennent une 2e saison et que leur séjour au club n'aura pas été un item à cocher uniquement sur leur liste d'expériences «apprendre à voler». Le nombre de membres était dans les 90. Il a été remarqué que l'offre du forfait de cinq vols est une bonne approche pour amener un membre à rejoindre le club à plein temps. Les baby boomers à la retraite nous permettent une activité vélivol sept jours semaine quand la météo est clémente.

Pour la compétition OLC nous avons laissé aller notre mais mise de première place que nous avons depuis 3 ans comme club. Une réduction de près de 50% de kilométrage cette saison.

AVV Champlain – Boris Le Drogoff

Le club a amorcé ses activités relativement tard cette année, soit le 21 avril 2013, en raison d'une météo capricieuse. Celle-ci a d'ailleurs poursuivi ces caprices toute la saison... Après un printemps extraordinaire, la seconde moitié de la saison a été trop pluvieuse pour espérer battre des records! La saison s'est donc terminée le 16 novembre, pour un total d'un peu moins de 7 mois d'activité, soit un mois de moins que la saison dernière! Conséquence, le nombre de vols cette année a chuté de 25% par rapport à la moyenne stable de 1500 vols/année des 3 années précédentes.

Envers et contre tout, notre club a fini la saison avec 77 membres, soit 6 de plus que la saison précédente. Parmi tous ces membres, 29 pilotes ont inscrit près de 42 800 km sur OLC (-29% par rapport à l'année précédente), plaçant l'AVVC au 3e rang canadien pour une seconde année consécutive. Parmi ces vols, nous comptons un impressionnant vol de 600 km et plusieurs de 500 km, pour des durées avoisinant les 7 heures de vol... au-dessus de nos plaines du Québec! Notons également, que deux de nos membres ont participé aux championnats canadiens à Pendleton et se sont classés 1er en club et 3e en FAI.

Notre programme de voltige a été ouvert cette saison à tous les membres avec les minimums d'expérience requis. Les élèves actuels du programme, tous instructeurs, ont le sentiment de retourner sur les bancs d'école en suivant ce programme, ce qui témoigne du haut niveau de compétences requises. Avec deux instructeurs qualifiés, nous offrons depuis la fin de saison des vols de familiarisation de voltige au public.

Au cours de la saison, le club a décidé d'équiper toute sa flotte d'aéronefs de PowerFlarm. L'installation suit son cours durant l'hiver pour que cette technologie soit complètement opérationnelle pour la saison 2014. Notons également l'attribution d'une nouvelle fréquence d'aérodrome (122.475) effective maintenant. Ces deux importantes initiatives devraient grandement améliorer la sécurité de nos opérations pour les saisons à venir.

The club began its activities relatively late this year on 21 April because of whimsical weather conditions. After an extraordinary spring, the second half of the season was too rainy to hope to beat records! Thus the season ended 16 November, for a total of a little less than seven months of activity, a month less than the last season! Consequently, there was a 25% decrease in the number of flights this year compared to the average of 1500 flights per year for the past three years.

In spite of the poor conditions, our club finished the season with 77 members, six more than the previous season. Among all these members, 29 pilots registered about 42,800 km on OLC (-29% compared to the previous year), placing the AVVC in third place in Canada for a second consecutive year. Among these flights, we count an amazing 600 km flight and several of 500 km, for durations close to seven hours over our Quebec plains! Also note that two of our members participated in the Canadian championships in Pendleton and ranked first in club category and third in the FAI category.

Our acrobatic training program was opened this season to all members with the minimum required experience. The current participants of the program, all instructors, felt like they are back on school benches when following this program, testifying to the high level of requirements. With our two qualified instructors, we now offer acrobatic familiarization flights to the public since the end of season.

During the season, the club decided to equip all its aircraft fleet with PowerFlarm. The installations will be completely operational for the 2014 season. Also let's mention the allocation of a new aerodrome frequency (122.475) effective now. These two important initiatives should largely improve the safety of our operations for the seasons to come.

Aéroclub des cantons de l'est – Marc Arsenault

2014 sera la dixième année d'opération de l'ACE. L'ACE a opéré avec ses 15 membres dont deux ab initio. Quelques beaux vols en mai avec un temps particulièrement sec, nous avaient permis d'espérer un bel été. À quelques reprises nous avons observé des tourbillons de poussière (« dust devils ») qui émanaient de champs labourés et qui montaient facilement jusqu'à 4 000 pieds. Comme tout le monde, nous avons ensuite patienté pour des conditions de vol qui étaient bien souvent très moyennes.

Notre club s'est équipé d'un ASH-31 en mai. Cet appareil est devenu assez pratique pour le pilote remorqueur. Une fois la flotte mise en vol, ce dernier peut aller rejoindre l'équipe et apprécier des bonnes conditions de vol performantes.

Nous avons eu la visite d'un membre de l'équipe de rédaction du Gliding Kiwi, Monsieur Roy Edwards qui est venu volé avec nous. Il nous a fait une belle mention dans leur périodique. Continuant au niveau du média, nous avons mis en ligne sur Facebook (Aéroclub des Cantons de l'est) une excellente production de Dominique Faucher qui détaille bien l'opération de l'ACE à Bromont.

À noter que l'ACE opère depuis deux ans avec des PowerFlarm toute notre flotte incluant l'avion remorqueur ainsi que les membres privés sont équipés. Notre politique opérationnelle est simple: pas de Flarm, pas de vol.

Notre saison comme à chaque année s'est terminée à Sugarbush VT. Nous y avons été reçus généreusement comme d'habitude et les conditions de vol se sont avérées encore une fois assez fortes tant dans l'onde FL186 (avec varios solides de l'ordre de 8 kt) que sur la pente. Simplement génial.

2014 will be the tenth year of operation of the ACE. ACE operated with its fifteen members including two ab initios. A few good days in May allowed some rather encouraging season. The dry conditions produced interesting dust devils out of the very dry plowed fields and this all the way up to 4000 feet. Like everyone else in this neck of the woods, the rest of the summer was a patient wait for better conditions in very average skies.

Our club started operating an ASH-31 in May. This aircraft is quite agreeable for our towpilots, who can now finally catch up to the team once he has launched everyone.

We had a visit from a writer for the GLIDING KIWI magazine, Roy Edwards, who spent the day flying with us. He wrote a very kind piece in their periodical. Continuing on the subject of media, we published on Facebook (Aéroclub des Cantons de l'Est) an excellent professionally-produced video by Dominic Faucher. The video outlines very well a typical operating day at Bromont airport.

ACE has been operating for two years with PowerFlarms. All our aircraft including the towplane and privates must have a PowerFlarm on board. Our operating policy is simple: No PowerFlarm, no fly.

Our season concluded with an outing at Sugarbush. Once again we were afforded a very generous welcome. As usual the flying conditions were fabulous whether in the wave (FL186 and solid 8 knot climbs) or on the east ridge. Just a hoot!

TREASURER'S REPORT for 2013

David A. Collard

Our auditor for the third year is at the Frouin Group. A summary of the financial statement is on the opposite page. The complete 2013 Financial Statement is on the SAC website.

Here are some of the details of note on the 2013 statement.

- The SAC Youth Bursary programs had 10 clubs involved and 26 youth benefit with bursaries being awarded across Canada.
- Canada had one participate in the Junior World Gliding Championships and SAC shared in the funding – see JWGC funding report for details.
- SAC financials show an operating gain for 2013 primarily from the requirement to show current market value of our Trust investments versus book value. This gain in investment values is reflected in the Trust Fund balances for the year.
- 2013 will show a positive return for the SAC investments due to the continuing improvement in the market condition during the year.
- SAC's overall financial structure, with a mixture of secure interest income and equities has served us well and has contributed to our financial stability.
- The value of our portfolios increased 16.34 % in 2013 and the outlook to date in 2014 is positive but at a lower rate of return.
- The major donations from a few individuals and the capital gains of our funds account for the bulk of the increase in SAC's financial positions during the past twenty+ years.
- In November 2013 the BoDs passed a motion to provide a financial reward to a SAC club that hosts a Zone or National contest recommended by the Sporting committee and approved by the SAC BoDs. This program will come into effect with the 2014 season.
- The efforts of club Treasurers in getting membership dues to the SAC office in a timely fashion are appreciated as it helps reduce the work load on Tanya.
- I will be handing over the duties of the SAC Treasurer to Stephen Szikora, Ontario Zone Director, as of the 2014 AGM.

SAC Youth Bursary Program

The 2013 soaring season has proven to be another successful year in support to clubs participating in the SAC Youth Bursary Program. The ten clubs with the 26 students are listed below.

The matching financial assistance that SAC gave to clubs for the participants varied from \$250 to \$499, after consulting on how the club wished to sponsor their applicant(s). \$10,232 was provided from SAC. I would like to thank clubs and all members involved in the program in 2013 and look forward to a successful year in 2014.

Alberni Valley Soaring – Daniel Alex Steeves

Canadian Rockies Soaring Club – Cameron Walters

Cu Nim Soaring Club – Dawson Hogg

ESC Air Cadet Gliding Camp

Tegen Dunnill Jones, Eam Ferre, Joshua Hubbs,
Dylan McKenzie, Mathew Pletts

Winnipeg Gliding Club – Jesse Mack

Gatineau Gliding Club – Evan Dewe

Rideau Valley Soaring School

Bailie Whitehouse, Thomas Stieber, Faizan Haq

Great Lakes Gliding Club – Brad Wood, Jade Lacoste

York Soaring Association

Alex Austin, Timothy Belchior, Anushka Fernandes,
Rebecca Kingdom, David Levinter

CVV Champlain

Antoine Latulipe, Charles Eliot Decambre-Audet,
Pier Alexandre Guimond, Yannick Cote-Prudhomme

CVV Quebec – Jean-Filippe Carmel, Felix Hurtubise

SAC funding statement for the 2013 World Junior Gliding Contest

The following is a summary of the money raised by fund raising efforts of the Junior team composed of Emmanuel Cadieux, assisted by his crew, Robert Cadieux and Jean Richard, and SAC members-at-large.

Fund raising by team

• Raffle – WestJet tickets	\$5,405
• Fund raising dinners (3)	\$800
• Fondation CEGEP de Chicoutimi	\$200
• Conseil de vie étudiante du CEGEP	\$40
• Support, county deputy	\$100
• Single contributions (8 persons)	\$675

total raised \$7,220

Total team expenses \$14,227

JWGC funding support from SAC \$7,007

Canadian Nationals Junior entry fee
support to Emmanuel Cadieux \$200

The funding support provided by SAC members is based on an amount matching the funds raised by the team to a maximum of \$10,000 with a formula of \$10 per paid SAC member. Emmanuel and his team have expressed their appreciation for all the support they received and asked that it be conveyed to all the SAC members.

SAC 2013 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2013

	2012	2013
REVENUE		
Membership fees	\$103,260	\$81,840
Sales and Services	10,424	9,241
Flight Training & Safety	10,480	10,000
Youth Bursary & Air Cadet	1,235	232
World Contest	5,081	0
Peter Corley	2,300	0
Pioneer	85	264
Other	0	32
Total	\$132,865	\$101,609

EXPENSE

Travel – World contest support	10,826	7,007
Management fees	24,000	24,000
Professional fees	5,775	3,920
Bursaries	11,235	10,232
Printing – Free Flight	10,114	9,740
Membership & subscriptions	7,460	6,342
Office condominium costs	12,973	0
Publications & Manuals	8,309	7,650
Postage – Free Flight	4,064	4,034
Cost of sales	1,062	2,987
Meeting & travel	11,639	11,953
Meeting & travel – Flight Training ...	3,143	6,066
Meeting & travel – Free Flight	919	0
Insurance	2,256	0
Bad dept	(2,338)	0
Canadian National support	400	200
Bank / credit card	202	320
Awards and scholarships	2,446	108
Advertising	7,921	2,359
Office supplies	130	350
Non-refundable HST/GST	3,304	3,932
Total	\$125,840	\$101,200

REVENUE over EXPENSE \$7,025 \$409

2014 Membership fees

The SAC membership dues for 2014 will be the same as the 2013 rates. This has been made possible by supporting our SAC's operation costs from a portion of the investment earnings.

Note: The total projected 2014 SAC Membership Fees of \$80,000 represents approximately 58% of the programmed expenditures of \$139,375 in 2014.

Balance sheet – as at December 31, 2013

ASSETS	2012	2013
Current		
Cash	\$ 145,457	\$ 8,054
Short-term investment	991,063	1,342,978
Accounts receivable	15,851	11,987
HST receivable	6,616	9,855
Prepaid expense	1,940	0
Inventory	23,554	27,731
Long term investments	117,835	114,000
total	\$1,302,316	\$1,514,605

Assets (restricted)

World Contest	10,000	10,000
Youth Bursary	10,000	10,000
Pioneer	815,226	948,497

Assets (unrestricted)

	273,753	318,561
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Current liabilities

	6,952	7,685
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Deferred contributions

	186,385	219,862
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total **\$1,302,316 \$1,514,605**

2014 SAC BUDGET

REVENUE	2014	2013
Membership	\$80,000	86,200
Flight Training & Safety	10,000	10,000
Sales	3,700	4,000
Free Flight (ads & subscriptions)	1,200	800
Investment income	42,175	17,800
Other	2,300	2,300
total	\$139,375	\$121,100

EXPENSES

Salaries & professional fees	28,000	32,000
Office expenses	1,000	4,000
Telephone	500	500
Postage	3,000	500
Cost of sales	3,000	1,000
Free Flight	22,000	23,000
FAI / Aeroclub	7,000	7,500
Flight Training & Safety	13,250	15,000
Meetings	12,000	12,000
Publicity	8,000	13,600
Worlds	8,000	9,200
Bursaries - Youth	12,500	12,500
Corley	1,000	-
Website redesign	10,125	-
Contest hosting grant	10,000	-
Other	-	2,300
total	\$139,375	\$121,100

COMMITTEE REPORTS FOR 2013

AIR CADETS – Jay Allardyce

There were a lot of rumours circulating in the spring about the future of the Air Cadet gliding program – that the program was to be discontinued in the fall and no more glider pilots would be trained through the Air Cadet gliding program. However, the fall came and went and the program is still going strong. However, government budget cuts are putting a lot of focus on the Air Cadet program and there are no doubt discussions going on about whether gliding is the most efficient means of getting young cadets in the air.

The Canadian gliding community was well represented at several of the Air Cadet gliding wings parades throughout Canada. Charles Petersen from York Soaring had his Discus on static display at Central Gliding School wings parade and had a lot of interest from cadets. Sylvain Bourque and Simon-Pierre Dupont also attended the Eastern Gliding School wings parade to visit with the cadets and deliver a short presentation on SAC and gliding in Canada. Jay Allardyce had also planned a visit to the Prairie Gliding School; however, poor weather during the summer meant the cadets were rushing to finish by the end of the summer and unfortunately this visit had to be cancelled.

Participation by Air Cadet glider pilots in the SAC Youth Bursary program has been very strong and many of this year's bursary recipients were also members of the Air Cadet program. Getting Air Cadets involved in the bursary program has been great publicity for gliding in Canada.

The Edmonton Soaring Club ran another successful Youth Camp at the end of the summer which was largely attended by Air Cadets. These camps are great as they give cadets the opportunity to expand their gliding horizons, giving them the opportunity to soar and try out new gliders. York Soaring also ran a successful Air Cadet camp during the summer as well. The Winnipeg Gliding Club was looking forward to hosting another group of the top cadets from the Prairie region following the completion of the summer camp; however, budget cuts for the cadet program meant there was no funding to hold this camp.

For 2014, the hope is that the Canadian gliding community will continue to strengthen its ties to the Air Cadets. Youth camps and outreach events at the gliding school across Canada will continue to help to get the word out about the gliding community in Canada.

AIRSPACE – Scott McMaster

A relatively quiet year for airspace (and that is generally a good thing). In the spring there was an aeronautical review of the classification and shape details of the TCA around Ottawa In-

ternational airport. While the committee provided some advice, the heavy lifting on this was handled (very well) by members of the affected clubs. Although the main change involved a change in classification from D to C for the TCA, sufficient accommodations were negotiated so that the end result satisfied all concerned.

Continuing the trend of Class D airspace going to Class C, the control zone around Waterloo Wellington airport was changed from Class D to Class C last summer. Luckily the boundaries of the airspace have stayed the same so the impact of the change on soaring operations has been relatively small. In the same area we are still waiting on the final implementation of the reworking of Toronto airspace on the north and west sides. The airspace configuration continues to evolve so it is difficult to say what the end result will be but the changes to the plan over the last year have mostly been in our favour so I am guardedly optimistic that the end result will not look much different to us than the current situation.

Moving out west the Calgary TCA was reduced to a 30nm radius which should provide a bit of relief for CuNim. A related negative note is that the implementation of the new routing into Calgary impacted the Cowley wave window. Work is underway to resolve the issue. In Edmonton there has been a lot of work trying to shrink the Edmonton TCA now that the City Centre Airport is officially closed. A final plan has been agreed on and publication is expected this spring. This change mainly involves re-designation of some Class C airspace north and east of Edmonton into Class D. Not ideal for soaring but at least the potential will be there for use of the Class D areas by sailplanes.

Apart from the items noted above there is nothing major on the horizon for 2014.

FAI BADGES – Walter Weir

The table below shows that 2013 was a below average year for badges. I encourage all pilots planning a cross-country flight in 2014 to carry a flight recorder. You could fulfill the requirements of a badge leg by accident, although you are much more likely to complete one if you plan to do so. The best way to improve your cross-country skills is to study the weather, plan an adventurous course, then see if you can complete it.

Badge & badge leg statistics, 2004–2013												
	04	05	06	07	08	09	10	11	12	13	5 yr avg	% of avg
1000 km	0	0	0	0	1	0	1	1	0	1	0.6	167
750 km	-	1	1	2	1	0	2	1	0	0	0.6	-
Diamond	1	1	0	1	0	0	1	0	0	1	0.4	250
Gold	2	5	1	2	3	4	2	2	3	2	2.6	77
Silver	17	7	13	16	9	10	9	11	9	7	9.2	76
C Badges	18	33	19	27	21	23	19	27	38	17	24.8	69
Badge legs	51	47	60	90	40	55	58	36	58	42	49.8	84
58 badge legs – 7 Diamond, 10 Gold, 41 Silver												

Safety report See the separate safety report by SAC Safety Officer Dan Daly. We were all shocked by the fatality rate this year with the Pemberton midair and southern Ontario crash off tow with 5 lives lost. It is difficult to analyze these types of accidents, but with the Pemberton accident it can be difficult to see and avoid other aircraft with factors such as position reporting on different frequencies, terrain masking in valleys, early sunsets, darkening valleys, blinding effect of low sun on crests, and the camouflage effect of terrain behind aircraft at the same altitude. Although it is unlikely that if the glider was equipped with FLARM that it would have prevented this accident do to other factors, FLARM is a good tool to increase situational awareness to reduce the risk of collisions with other gliders, as has occurred at Invermere two years ago. The FT&SC recommendation is that all gliders need FLARM and General Aviation would also benefit greatly, especially those in mountainous terrain where transponders provide limited benefit for lower flying aircraft for collision avoidance. Implementation and use of FLARM is largely a reflection of our safety culture. For example, seat belt use has been sporadic in North America until governments became involved with legislation. Can we as a soaring association do better without government involvement? We are trying to. Can we improve our safety culture?

Contest safety FT&SC introduced the risk assessment matrix to the Nationals this year. It is designed to allow pilots to make a self-assessment before flying. It appears that it was well accepted and we encourage clubs to consider using it at the club house before flying by posting a copy on their safety bulletin board where pilots can reflect before the days flying. With respect to PowerFLARM more pilots are using it at contests. It seems at US contests use is closer to 95%. As with radios and parachutes for contests, FT&SC recommends FLARM be mandatory equipment. Low passes at contest finishes have been discussed on the SAC Forum. The FT&SC has recommended that these not be incorporated into SAC contests as they increase the risk for collision. Contest rules were recommended for review of items that may reward unnecessary risk taking.

PowerFLARM The Insurance committee has developed a plan offering a 5% insurance rate reduction for FLARM users to help offset the cost of obtaining the devices. A PowerFLARM project has been proposed by the SAC safety officer to demonstrate this capability to club leaders and address some of the concerns limiting the use of the devices. OSTIV TSP has discussed FLARM drills and FT&SC has put together recommendations on how to use FLARM more effectively and avoid some of the unintended human factor consequences of new technology. Primarily, FLARM does not replace radio position reporting on appropriate frequencies, see and be seen principles including scan techniques, and/or the use of transponders where appropriate. It does assist in enhancing situational awareness. Understanding the limitations is important to maximize the benefit. Most pilots experienced with FLARM do not like flying without one. It is like not wearing your seat belt when driving now that we have gotten use to wearing them!

Instructor training The FT&SC was not requested to assist with the standards on any Class III instructor courses this year. However, instructor clinics were conducted for MSC, RVSS, and

GGC in the fall. Instructors who participated in the workshops were given their SAC rating. In addition, Class II and one Class I upgrades were also conducted for those clubs. Club instructors also participated in the Instructor Standards workshop and the training was well received. FT&SC hopes to continue this Instructor standards workshop with southern Ontario and Western clubs next spring and summer. Part of this workshop effort is developing safety culture within the SAC instructor cadre and to formalize some of safety training done at clubs.

Personnel changes Dean Toplis was recommended as the Ontario member for FT&SC and has agreed to serve on the committee. Dean has been the CFI for the past five years at Great Lakes Soaring and has served on the board of the club and as Chief Tow Pilot.

SOAR Manual An E-version was posted on the SAC website.

Coaching manual The FT&SC has observed worldwide that members of clubs who learn cross-country flying tend to stay in soaring longer. This helps to support the SAC retention goal. The coaching manual available in the SAC website can be used to help clubs with cross-country training beyond licence. Condor can be better utilized in the off season to promote this training. The FT&SC wishes to encourage club instructors to formalize their efforts to get students past the glider licence to at least a Bronze level. In addition, clubs should consider taking a student who is close to solo on a dual 100 km flight to introduce the potential of cross-country flight.

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

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

Recent OSTIV TSP work has included managing stress by bio feedback with pressure sensors on rudder pedals. An Austrian study found that pilots under stress tend to apply pressure to both pedals. A vibrator attached to the pilots lap helps to identify the stress and the pilot can learn to reduce the stress during scenario-based training exercises. Other BGA studies identified how to reduce spinal injuries by use of a back shell to cover

the gap below the short pack parachute, the development of new energy absorbing foam that is not cold temperature sensitive, and a study that shows there is a lack of any accident data indicating problems with aging pilots. Future work may involve developing standard operating procedures between OSTIV members, examining national FLARM drills, evaluating improved glider training with the use of simulators, examining national mountain flying training, and examining national advanced training for cross country flying. If you have done some work that would be of interest to OSTIV TSP please contact Ian or an FT&SC member.

National Safety Program status There was a dramatic increase in the number of clubs submitting reports as a result of Dan Daly's effort and Directors contacting their clubs to encourage them to participate. We request that we keep the dialogue open with clubs and encourage participation. Clubs should review their Safety Audits if they have not done so in the last few years and let FT&SC know of any changes or progress at improving safety. Accident/incident reporting is directly related to safety culture and the health of the National Safety Program. Clubs are encouraged to keep working on their systems approach to safety by analysis of hazards, risk reduction strategies, developing mitigation plans with stakeholders, and following up on implementation and to identify new hazards.

Future work The FT&SC will be discussing and looking at Human Factors as a follow-on to instructor standards and look more closely at why pilots make mistakes, or accept higher risk, or fail to implement safety practices. We hope to investigate work done by safety psychologists to help develop safety culture and develop workshop tools for clubs. We will need to develop a bottom up safety influence to generate Safety Culture and put in place top down support. We will need to raise awareness of the human factors, develop a process to avoid unsafe behaviours, and find a means of recovery training when risk avoidance does not work in our favour. I have had input from some clubs and look forward to hearing from others that may have interest. Please contact a FT&SC member to discuss or forward an email.

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

FREE FLIGHT – Tony Burton

The 2013/4 issue was the 186th to come out of our house since Ursula then I began editing *free flight* in 1981. Thanks to Ursula for her highly expert copy proofing. Each page is read character by character three times – I couldn't do it! Thanks also to all the photographers and authors who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content.

Make use of the 83,000 word "searchable" index on the web page – it is a very useful resource – *free flight* contains a lot of valuable

information that does not go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It's all available with a few keystrokes. Know also that there is hardly a gliding history question you can ask that doesn't have an answer in Ursula's *The Book of the Best* (go to SAC website Main Menu, then Historical Data).

This year I began preparing the magazine in colour on all pages, even though the printed version is still in grey except for the cover. The on-line pdf is therefore all colour. Please let me know what you are doing at your club that is of interest or value to others across the country, and give the office and *free flight* changes to your address, phone number, email, or contact person.

INSURANCE – Keith Hay

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

With sadness, I note the recent passing of Richard Longhurst. Richard had a long history with soaring and SAC and was chairman of the Insurance committee when I first became involved. I always appreciated and valued his advice and encouragement, even after he became less directly involved. I'm sure others will miss him even more.

Our loss ratio continues to trend down from our high points in 2008-2009 where hull claims were greater than the premiums collected and the insurer was losing money on that portion of the plan. The loss ratio is the percentage of premiums paid out in claims to aircraft owners. It is a prime determinant of the plan's premium rates so the continued downward trend bodes well for our safety efforts as well as our ongoing premium rates and insurability as a group.

Through the SAC Insurance Group Plan, we continue to credit those private owners and clubs with a 3 year claims-free record with a "No Claim Credit" at their renewal. This recognizes those keeping safety foremost in their flying practices. For 2013, the plan credited an average of 3% to those owners and clubs with claims-free records.

2013 marked the first year that our underwriter, CAIG, provided a 5% discount to those owners who invested in safety by installing FLARM units in their glider. The discount is available to all gliders and towplanes insured in the plan with a FLARM unit. CAIG continues to recognize the initiative of the soaring community to proactively work towards our own and others' safety in the air.

At the beginning of the 2013 season, one third of the aircraft in the SAC Group Plan were FLARM equipped. We expect the portion of the total fleet with FLARM installed to continue to increase. Several clubs had equipped their full club fleet with

FLARMs at the beginning of the policy year and several have equipped their fleets during the season and will be further eligible for credits in 2014. Several clubs now have all club and private gliders operating from their field FLARM equipped and others have a majority equipped.

2014 renewals As I write this report, we are in the process of negotiating the plan renewal with the underwriting companies. Our usual process, through our broker Jones Brown, is to request quotes from interested underwriters. Once the submissions have been reviewed and final rates have been negotiated, we will finalize any changes for the 2014 plan. In part because of our continued downward loss trend, we are hoping to see a continued decrease in our base premium rates.

The 2014 policy year runs from 31 March. As usual, coverage will be extended through to 30 April to 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.

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

Your SAC membership “validates” your insurance, so ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create difficulties in quickly handling your claim. It’s equally important that clubs forward their membership updates to the SAC office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage.

I’m sure most of you have heard that there are other new options available for glider insurance in the marketplace. This is not a “new” situation as there have always been other options to a greater or lesser extent.

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

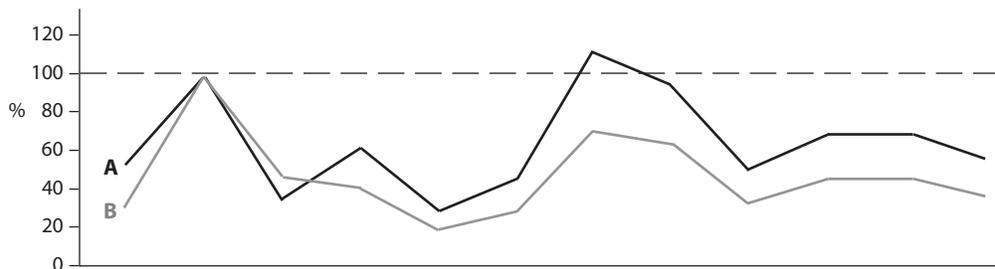
The SAC group insurance plan has provided full, competitive coverage to all SAC clubs and private owners for over 25 years, regardless of experience and location within Canada. During some of those years we had extremely high claims experience, but our insurance company worked with us to try and hold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

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

SAC does not provide insurance itself. The SAC plan is currently underwritten by *Canadian Aviation Insurance Group* (CAIG) and administered through our broker, Jones Brown. While we have dealt with other brokers in the past, both Jones Brown and CAIG have provided consistently high quality

SAC INSURANCE HISTORY, 2002 – 2013

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Insured Clubs	35	33	36	32	29	29	23	24	25	23	22	22
Hull Loss Ratio (%) A	51	97	32	60	26	42	110	96	47	66	66	53
Total loss ratio (%) B	29	96	45	38	16	27	68	63	30	43	44	36
No claim bonus paid (\$)				9538	7632	8400	6586	5140	6887	8191	12758	10497
FLARM discounts (\$)												8844



service over the years. Collectively, they represent many years of experience in aviation insurance, especially in Canada and soaring in particular. We have always had excellent claims service, with claims being settled fairly and promptly.

Insurance rates, regardless of the insurer, vary over time, reflecting both market conditions and more importantly, the loss experience of both the insurer and the policy holder. The rates within the SAC policy have risen and fallen over the years, in large part, due to our accident experience as a group. We have never "lost" the ability to provide insurance to all our members due to exceedingly high rates. As several of our members have pointed out to me, their personal experience has been that other insurers have had lower rates until they had losses and their previous insurer either increased rates to an unaffordable level or refused to offer a renewal at all.

As a collective group, SAC has been able to ensure that insurance has always been available at reasonable rates to everyone participating in Canadian soaring. This will continue as long as we have a viable size group to attract quality insurers. Some of the benefits of the SAC plan are:

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

Major details of the insurance plan are described in "Insurance 101" on page 36 of this report.

MARKETING & PUBLICITY – Jay Allardyce

There were several Marketing committee initiatives in 2013. SAC took out a quarter-page ad for 12 months in the COPA *Flight* monthly publication. Unfortunately this ad did not have the impact that was hoped for so the Board elected to discontinue this advertisement for 2014. The other initiative

was the program announced by the Board of Directors in the fall of 2012 to reimburse clubs for a portion of their marketing expenditure. This program had moderate success in 2013 and several clubs took advantage of this program.

Going forward into 2014, the Marketing committee will be working on the website refresh and working closely with our vendor on this project. A vendor has been identified and the budget for the project of \$10,000 has been approved by the Board. The objective of the project is to deliver a new website with a modern look and feel for all members to enjoy. After the new website is up and running, the plan is to retain the vendor for on-going maintenance and support of the website to ensure it is stable and that any issues are resolved quickly to minimize downtime.

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

MEDICAL – Dr. Guy Thériault

Transport Canada, Civil Aviation is presently doing a major overhaul of its criteria for the follow up of many medical conditions. They are looking at modernizing the tests that would be demanded of pilots who would have, let's say, a diabetic condition, for its diagnosis and proof of good control. They are looking at the best practice guidelines that are coming out of various influential scientific groups and adapting them to the domain of aviation medicine. All this may take years to be finalized but will be a fine-tuning for a large number of medical conditions. Canadian authorities, while sovereign, will have to be cognisant of what fellow countries are asking of their pilots. Details at this time (Feb 2014) are few, therefore only this pale brush stroke can be shown, for the moment.

Transport Canada, branche Aviation Civile, analyse présentement sa grille d'examen exigée pour le suivi de nombreuses conditions médicales. Ils cherchent à moderniser les examens qui pourront être demandés d'un pilot qui a disont, une condition diabétique pour son diagnostic et preuve de son bon contrôle. Ils regardent les différents guides de bonne pratique qui sont publiés par les groupes scientifiques influents et les adaptent au domaine de l'aviation. Tout ceci peut prendre des années avant d'être finalisé, mais sera une mise à jour importante pour de nombreuses conditions médicales. Les autorités canadiennes, quoique souveraines, doivent composer aussi avec leurs homologues d'autres pays en la matière. Les détails que j'ai dans ce moment (févr. 2014) sont minces, comme une esquisse d'une pauvreté de lignes. À suivre.

RECORDS – Roger Hildesheim

Here is how the 2013 record season went, coast to coast. I hope that the milestones set this year will inspire all of us to go out try to beat a record (or two) in 2014. Remember to always use

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

record flights approved in 2013

<i>Pilot</i>	Brian Milner
<i>Date/place</i>	10 May 2012, Mifflin, PA
<i>Record type</i>	Free O&R distance: Citizen, Open & 15m
<i>FAI category</i>	3.1.4b
<i>Sailplane</i>	Ventus 2cxT N900BM
<i>Distance</i>	1028.1 km
<i>Task</i>	start/finish at Lock Haven, TP at Narrows
<i>Previous record</i>	Adam Zieba 1016.4 km
	&
<i>Record type</i>	Free 3TP distance: Citizen, Open, 15m, Club
<i>FAI category</i>	3.1.4c
<i>Distance</i>	2078.4 km, Open & 15m, 1793.7 km Club
<i>Task</i>	start Lock Haven, TPs at Narrows, Lock Haven, Bluefield, finish at Mifflin
<i>Previous record</i>	Adam Zieba 1474.1 km, Open & 15m 1387.1 km Club
<i>Pilot</i>	Adam Zieba
<i>Date/place</i>	9 May, Julian, PA
<i>Record type</i>	Free O&R distance: Citizen, Open & Club
<i>FAI category</i>	3.1.4b
<i>Sailplane</i>	ASW-28E-18 (C-GAXH)
<i>Distance</i>	1252.3 km (1089.5 km Club) – a failed 1500 O&R
<i>Task</i>	start/finish Poverty, PA, TP SW of Tazewell, VA
<i>Previous record</i>	2012, Brian Milner, 1028.1 km (Open) 2010, Adam Zieba, 956.4 km (Club)
<i>Pilot</i>	Trevor Florence & Chris Hildebrandt
<i>Date/place</i>	10 June, Invermere, BC
<i>Record type</i>	Free O&R Distance, Territorial, Multiplace
<i>FAI category</i>	3.1.4b
<i>Sailplane</i>	Duo Discus (C-FDUO)
<i>Distance</i>	572.9 km
<i>Task</i>	start/finish at Mt. 7, TP at US border
<i>Previous record</i>	2008, Ernst Schneider & S. Midwinter, 393.3 km
<i>Pilot</i>	Trevor Florence & Chris Hildebrandt
<i>Date/place</i>	10 June, Invermere, BC
<i>Record type</i>	Free 3TP Distance, Territorial, Multiplace
<i>FAI category</i>	3.1.4c
<i>Sailplane</i>	Duo Discus (C-FDUO)
<i>Distance</i>	847.1 km
<i>Task</i>	start Invermere, TPs at Mt Seven, US border, Blaeberry R, finish at Fairmont
<i>Previous record</i>	2002, Trevor Florence & J. King, 689.0 km
<i>Pilot</i>	Jerzy Szemplinski
<i>Date/place</i>	18 August, Rockton, ON
<i>Record type</i>	400 km speed triangle, Territorial, Open
<i>FAI category</i>	SAC
<i>Sailplane</i>	ASG-29 (C-GLEK)
<i>Speed</i>	102.7 km/h
<i>Task</i>	start/fin at SOSA, TPs Markdale & Strathroy a/p
<i>Previous record</i>	1987, John Firth, 99.0 km/h
<i>Pilot</i>	Luke Szczepaniak
<i>Date/place</i>	18 August, Rockton, ON
<i>Record type</i>	400 km speed triangle, Territorial, 15m
<i>FAI category</i>	SAC

<i>Sailplane</i>	ASW-27 (C-GJSJ)
<i>Speed</i>	97.3 km/h
<i>Task</i>	start/fin at SOSA, TPs Markdale & Strathroy a/p
<i>Previous record</i>	2009, Jerzy Szemplinski, 94.8 km/h

SPORTING – Jörg Stieber

IGC Plenary Meeting 2013 I attended the IGC Plenary Meeting on March 1&2, 2013 in Arnhem, Netherlands. The full minutes of the meeting are available for download from the FAI website:

<www.fai.org/downloads/igc/IGC_2013_Minutes> and
<www.fai.org/downloads/igc/IGC_2013_Plenary_Decisions>

I will be representing SAC at the upcoming IGC Plenary Meeting in Varese, Italy on March 7&8, 2014. The agenda and all supporting material for this meeting is available for download at: <fai.org/igc-news/38061-igc-2014-plenary-agenda-has-been-published>. The most important agenda point of the meeting will be a proposal to simplify the Sporting Code SC3. In the end, this will likely result in fundamental changes to SC3.

2013 Canadian Nationals The Canadian Nationals were hosted by the Gatineau Gliding Club at the Pendleton airfield near Ottawa. The small field of competitors was divided into two classes:

- FAI Class – all 18m gliders or larger – 6 contestants
- Club Class – 7 contestants

The weather was very challenging. Hot and humid conditions with weak blue thermals or low cloud bases prevailed on most days. There was only one day when a true racing task was possible. Contest Director Roger Hildesheim, assisted by weatherman and scorer Dan Daly, did a great job setting appropriate tasks despite the difficult conditions. On a number of days it was difficult to get even a minimum task in.

Club Class lost the first contest day because not enough pilots achieved marking distance. This resulted in Club Class not achieving the four contest days required for a valid Canadian National Championships for the second year in a row. FAI Class had 4 contest days. A wheel-up landing which occurred at the contest site resulted in damage to a glider. Fortunately the pilot was not injured. The pilot had to withdraw.

The winners were: FAI Class

<i>Jörg Stieber</i>	JS	LS-8-18	2819 pts	100.0%
<i>Nick Bonnière</i>	ST	LAK-17A-18	2671 pts	94.7%
<i>Gabriel Duford</i>	W6	304S Shark	2370 pts	84.1%

(maximum achievable score – 2936 pts)

Club Class (not a valid competition in 2013)

<i>Pierre Cypihot</i>	S1	ASW-20	1965 pts	100.0%
<i>Chris Wilson</i>	W2	Mosquito	1711 pts	87.1%
<i>Martin Lacasse</i>	M7	ASW-24	1635 pts	83.2%

(maximum achievable score – 2125 pts)

The following trophies were awarded:

- *Wolf Mix Trophy* – FAI Class Champion *Jörg Stieber*
- *Dow Trophy* – Best Flight
FAI *Jörg Stieber* Day 3, 67.7 km/h (handicapped)

- Club *Pierre Cypihot* Day 2, 62.2 km/h (handicapped)
- *SOSA Trophy* – Best Novice *Martin Lacasse* M7

There is a detailed account of the Nationals in the fall 2013 edition of *Free Flight*. Regrettably Jerzy Szemplinski and Dave Springford, Canada's two top seeded pilots, were not able to compete in the Nationals due to medical issues. However, both are back flying now.

Despite the poor weather, I believe the competition was enjoyed by all. Safety and good sportsmanship prevailed on the ground and in the air. On behalf of all competitors, I want to thank GGC and particularly the Hildesheim family for being great hosts to the competitors and their crews and sharing their superb club facilities.

Hosting Grant In recent years it has become increasingly difficult to find clubs willing to take on the burden and financial risk of hosting Canadian Nationals. The Sporting committee applauds the decision of the SAC Board of Directors to support clubs hosting future competitions with a grant.

2013 Competition seeding list

The main factors for the calculation of the 2013 Seeding List were the results of the 2013 Canadian Nationals and the 2012 World Championships. The top 5 seeded pilots in group A were:

1	Jerzy Szemplinski	103.30
2	Dave Springford	101.90
3	Jörg Stieber	97.49
4	Nick Bonnière	93.40
5	Pierre Gavillet	82.80

The complete seeding list is posted on the SAC website in the section Competitive Soaring and was published in the fall edition of *Free Flight*.

Canadian participation in US National competitions

In 2013 Canadian pilots competed successfully in the following US Nationals:

US 18m Nationals, Lancaster, SC (26 Competitors)

XG	<i>Jerzy Szemplinski</i>	2nd	ASG-29	99.8%
MS	<i>Sergei Morozov</i>	9th	ASG-29	85.2%
ST	<i>Nick Bonnière</i>	11th	LAK-17A	80.7%
OX	<i>Willem Langelaan</i>	13th	Antares 18S	77.0%

Congratulations to Jerzy Szemplinski on his excellent flying and placing a very close second in the US 18m Nationals.

US Sports & Club Class Nationals in Reedsville, PA

Sports Class (18 Competitors):

GJ	<i>Brian Milner</i>	13th	Nimbus 4	49.2%
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Club Class (17 competitors):

MF	<i>Krzysztof Wiercioch</i>	10th	Jantar Std 2	76.5%
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US 15m & Open Class Nationals in Hobbs, NM

15m Class (30 competitors):

2W	<i>Luke Szczepaniak</i>	12th	ASW-27	86.8%
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Open Class (12 competitors):

GJ	<i>Brian Milner</i>	10th	Nimbus 4	70.2%
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8th FAI Junior World Gliding Championships Leszno

Emmanuel Cadieux represented Canada in Club Class at the 8th JWGC in Leszno, Poland, 28 July to 10 Aug. The weather proved to be very difficult and Emmanuel was up against strong European teams. He was supported by his father Robert as Team Captain and meteorologist Jean Richard. Flying a Cirrus 75, Emmanuel scored well in the first few days of the competition but without the help of a teammate in weak conditions, he landed out twice which cost him dearly. Emmanuel placed 44th out of 48 with 61.6% of the winner's score. Despite the pressures of competing, Emmanuel found time to update his blog regularly to keep his fans at home informed. He followed up with a great article in the fall edition of *Free Flight*.

Emmanuel is young enough to qualify again for the 2015 Junior Worlds in Narromine, Australia. With two full seasons to train, and building on his experience from Leszno, he could be the best-prepared pilot who has ever represented Canada.

OLC Canada 2013 After a very strong 2012 season the OLC results dropped a bit in 2013. The slightly lower numbers for participants and overall flights are likely the result of a number of low scoring flights not being counted since OLC is now only scoring flights with a minimum of 50 points. The cause for the drop of total distance scored was likely the wet season in Ontario.

	2010	2011	2012	2013
No. of participants	268	250	279	265
No. flts scored in Canada	2594	2513	3041	2554
No. km scored in Canada	450,811	410,056	516,587	423,948
No. km by a single pilot – <i>Trevor Florence</i>	14,935	15,781	16,661	17,559
Tot. km scored by a club – <i>Canadian Rockies</i>	70,033	70,092	78,187	49,844

OLC winners and achievements

See Trophies & Awards report by Phil Stade on page 36.

Plans for 2014

Spring Soaring Seminar (in conjunction with SAC AGM). The seminar, with emphasis on cross-country training and contest flying, will be held in conjunction with the SAC AGM on 1 March at Algonquin College in Ottawa. The funds raised from the seminar will support the Canadian Team for Leszno this year.

Nationals rules for 2014 A pilot input session on one of the many rain days during the Nationals provided valuable feedback from contest pilots on rules, task setting and other matters. Several provisions of the rules were discussed and affirmed. There was a strong consensus to incorporate the Assigned Speed Task (AST) in the 2014 rules. Other suggestions such as evaluating different handicap systems and holding future Nationals at a US location with stronger and more reliable conditions, are under consideration but will not be incorporated without a broader discussion.

Canadian Nationals 2014 – “Fly with the Best”

The Canadian National Championships 2014 will be hosted by SOSA Gliding Club from 25 June to 4 July. June 23 and 24 will be

the official practice days. The registration is open at <www.sac.ca/nationals/>. The members of the Canadian Team for Leszno will compete in the Nationals. Come and fly with the best!

Canadian Team for 33rd World Gliding Championships

The 33rd WGC will be held in two locations this year:

- Club Class, Std Class, 20m 2-seat Class at Rääskälä, Finland
22 Jun to 06 Jul 2014
- 15m Class, 18m Class, Open Class at Leszno, Poland
27 July to 10 Aug 2014

Due to limited resources, we will not field a team for Rääskälä. The team to represent Canada in Leszno was selected based on the 2013 Seeding List:

15m Class – Dave Springford (SOSA) ASW-27
18m Class – Jerzy Szemplinski (SOSA) ASG-29
Team captain – Jarek Twardowski (GGC)

Jerzy secured a glider of the same type he owns. Dave obtained the ASW-27 through Schleicher. He flew this plane successfully in Lüsse in 2008 and Szeged in 2010. Jerzy and Dave have deep experience at this level of competition, as this will be the fourth WGC in a row for both pilots and their crewing spouses.

Fielding a team for an overseas contest requires complex logistics and is a very costly affair. Fundraising and preparations are well under way and the pilots will fly several competitions, starting in April to prepare for the Worlds. Follow their progress on the team website: <www.sac.ca/team/>. The contest website: is <www.wgc2014.hb.pl/>.

International competition calendar

FAI World Grande Prix Championship	Sisteron, France
9 – 16 May 2014	
33rd FAI World Championships	Rääskälä, Finland
22 Jun to 6 Jul 2014	
33rd FAI World Championships	Leszno, Poland
21 Jul to 10 Aug 2014	
1st FAI Pan-American Championship	Chilhowee, USA
6 – 17 Apr 2015	
18th FAI European Championships	Ocseny, Hungary
12 – 25 Jul 2015	
8th FAI Women's World Championship	
1 – 14 Aug 2015	Arnborg, Denmark
1st FAI World 13.5m Championship	Pociunai, Lithuania
1 – 15 Aug 2015	
9th FAI Junior World Championships	Narromine, Australia
Dec 2015	

A full list of competitions is posted at the IGC website: <www.fai.org/igc-events/igc-events-calendar-and-results>

Seeding rules update The Seeding Rules are under review and will be updated for the 2014 competition season. The following changes are being considered:

- Competition factor for pre-Worlds: The current factor of 1.10 seems too high considering the factors for Worlds (1.12) and European Championships (1.10). A more appropriate factor would be in the 1.07 – 1.08 range.
- Integration of seeding scores between FAI and Club Class: Currently there is no mechanism to compensate for possible

differences in competitiveness between FAI and Club Class.

- Allowing current year's US Nationals to count for the first term. We have to balance the requirement for our top-ranked pilots to have a significant presence at Canadian Nationals against the benefits in terms of training and experience of foreign contests. The 2013 Canadian Nationals with only four contest days, three of which were marginal, are a good example of a competition with only limited value for seeding.

New member of the Sporting Committee

Steve Hogg of Cu Nim has joined the committee as its fourth member. I want to thank Steve and the other members of the committee for volunteering their time. Thanks also to Ursula Wiese for maintaining sporting data in the *Book of the Best*.

SAFETY – Dan Daly – National Safety Officer

This year we had at least fourteen accidents, two being fatal accidents with five dead. Last year's good reporting seems to have been an aberration, since about a quarter of the clubs who submitted reports in 2012 have not yet done so as of 6 February (due 1 December). The quality of reports varied from "one-liners" to thorough description of the incident, multiple viewpoints (pilot, witnesses), analysis, and corrective action (if required). I have included CADORS reports (accidents or incidents including the word "glider" occurring between 1 Jan 13 and 31 Dec 13.

Reported Accidents

Pemberton fatal mid-air (2 in glider, 2 in Cessna 150)

From CADORS: *A Stemme S10-VT powered glider on a northbound track and a Cessna-150F on a southbound track collided 3.2 nm west of the Pemberton Airport over the Nairn Falls campsite. Four people and one dog sustained fatal injuries. The motorglider was returning to the field after a tourist flight. A TSB Class 3 investigation is underway and a report is expected.*

Comment: The question of technology has been raised by some members; the Stemme was not PowerFLARM equipped. In this case, if the C-150 had been transponder equipped and on (unknown), its transponder would not have been interrogated by ATC because of terrain masking in the mountains, thus it would not have been picked up by the glider had a PowerFLARM been fitted. This collision seems to have been between a climbing or cruising high-winged aircraft and a descending low-winged aircraft (white, against a grey mountains) – the worst case condition. VFR flying is "see and be seen", and we all must make every effort to look out, particularly in the vicinity of airports with mixed traffic. Whether the Cessna heard the radio call is unknown; do you routinely call when approaching an airdrome (even the "home drome"?). Are glider operations indicated on the VFR Nav Chart (a simple call to Nav Canada to get it on)? If within radar coverage, do you have PowerFLARM with PCAS (I understand that a unit with only FLARM will be available soon). The Flight Training and Safety committee strongly recommends PowerFLARM as a secondary method of collision avoidance – primary is

always a good lookout.

London fatal crash

Aircraft was a home-built 1981 Marske Pioneer II. Pilot was 76, had considerable total time, 8:35 hours on type, and 10 hours in the last 30 days. It was 2 pm, with a gusty SW wind. Fifteen flights in the previous three months. Accident flight was the fifth flight of the day. The pilot had his glider towed to the flightline, assisted launching the aircraft before him, and spoke at length with other members – he seemed normal to them. According to the towpilot, take-off was normal. Launch crew noted some PIOs shortly after lift-off, then more dramatic swinging to the left and right of the towplane. On the fourth major swing the glider released at about 200 feet, turned left approximately 270 degrees in an apparent attempt to return to the runway before it dove straight into a corn field.

The Pioneer is a very light wing loading aircraft, with a critical centre of gravity (the pilot moves his seat until balanced on the wheel to ensure he is within the narrow CG range), and control in gusty winds would have been difficult.

TSB officials inspected the crash site and the glider, interviewed the towpilot and one of the launch crew. A report is expected.

NSO comment The recommended action on a release at 200-250 feet is to land straight ahead. Low level maneuvering in gusty winds in an unfamiliar aircraft can be a fatal choice.

Non-fatal accidents (injury or damage)

1. *L-33* Canopy opened on tow; solo student pilot held it closed after release. Approached nearest runway while holding canopy closed with one hand, other on stick (ie, no spoilers). Landed downwind at high speed. Flew length of runway into over-run. Forced nose onto ground to assist braking – a/c damaged. Pilot was not comfortable releasing the stick to lock side-pivoting canopy in flight. Deficient pre-flight check.
 - a. A right wing low sideslip would have allowed the canopy to be closed without threat of it blowing open, aircraft trimmed to proper speed then, once hands-off is safe, latch canopy, and continue flying.
 - b. Identical to an incident at another club in 2012, almost word for word.
2. *ASK-21* Loop in towrope when pilot undergoing spring check attempted “cannot release” signal in low tow position. Instructor released and wing damaged by tow link. Club had reverted to high tow to avoid danger of being hit by tow link after release in low tow. Still this is a difficult maneuver that engenders frequent rope breaks (perhaps better done in Condor). Should difficult maneuvers be done on spring check, or after some proficiency is gained in the season?
3. *L-33* Flying out of XXX on 9 July intending to return to the field the pilot climbed SW of the field in good soaring conditions. After reaching Highway 16 he turned for home but lift failed. He chose a hayfield SW of home as optimal land-out and flew a circuit as trained. On run-out a wing tip caught in the hay crop and the glider groundlooped. Pilot reports “mistake made, I had too much energy at contact”. It was dismantled

and loaded into the trailer by fellow club members. When the aircraft was inspected on return damage was found to the left wing tip and to the fuselage tail cone. The aircraft damage consisted of several hits to the exterior skin 126" and 162" aft of the datum, with no cracking to any of the frames or longerons. \$8000 damage.

4. *Jantar* Landed with undercarriage not locked down, the resulting undercarriage collapse also cracked the front canopy. The training curriculum will be updated to include gear-up landing scenario and how to handle undercarriage that will not lock down properly.
5. *Jantar* Lost canopy when it separated from the aircraft in flight due being unlocked.
6. *Apis* An inexperienced pilot agreed to land long, but actually stopped at mid-runway. The accident glider, an Apis, whose pilot had coordinated the order of landing and where its position would be (long) with the other pilot – had no other options. The position of the other glider on the runway stressed the pilot, who tried to force the glider to the ground too early, causing the gear to collapse. The gear progressively collapsed, shedding energy, doing some belly damage and a lot to the gear doors. Pilot was uninjured. The investigation suggested the length of runway was sufficient for a normal approach, flare, hold-off, and roll-out. (Thought – how good are the wheel brakes on your club gliders? How good on your private glider?). Repair cost – \$10,000.
7. *Grob* Lost rear canopy on takeoff; the pilot then had to instruct and assist the passenger who was sitting in the front seat. The towplane had returned and was idling in front of the Grob. Once the passenger was safely loaded and ready to go, (front canopy left up due to heat), the pilot proceeded to enter the rear seat and make pre-flight checks. Once the thumbs up was given, the normal launch procedure commenced with a wing walker giving signals to the tow- plane. The tow was normal until the glider was airborne. There was a strong crosswind at the point of rotation and the pilot had to compensate with rudder crabbing down the runway.

Shortly (seconds) after, the rear canopy popped open and shattered against the wing. The pilot reclosed the canopy, then pulled the release and landed on the same runway. *Tow pilot*: “About 40% down the runway I felt a tug on the rear of the aircraft, but it subsided (never knowing most of the time prior to takeoff if there is a student at the controls or if it’s an intro ride). I assumed a student had some difficulty with staying aligned and just focused on staying straight.”

Witness: “from the flightline, I noticed the Grob 103 suddenly pull up during the take off about half way down the runway. The glider appeared to be about 30 to 50 feet off the ground in a 30° nose up attitude. I saw the rear canopy was open. The glider then went back to a nose down attitude briefly and then went nose up for a second time. I vividly recall mentally willing the pilot to put the nose down and release. Almost immediately, the nose went back down and I watched the glider land at the very end of the runway.”

8. Gear-up landing with considerable damage. Entered the circuit from downwind of field below 1000 feet. Joined base leg high with almost full spoilers (powerful on this type). Speed was good. Pilot heard "Gear up" on radio. To lower the gear, hands were swapped, left from spoilers to stick, right from stick to gear, on short final. Spoilers went fully open and nose pitched down (top side only divebrakes) during hand switch. Glider struck nose, then tail, with the gear still up. Significant damage to fuselage. Pilot suffered stiff neck. Pilot, on reflection, feels he should have given up task earlier, avoid joining circuit from downwind, done a landing check, and not reacted to the landing call (a gear up landing usually does little damage).

Club Safety Officer comment A poor landing is often a result of a poor approach, which is the result of a poor circuit; also, if you see an aircraft with the gear up, leave them alone, a smooth landing has little consequence, but trying to get the gear down in a panic almost always ends poorly. Time from decision to land to the stop on runway from the IGC file was 54 seconds.

9. *Puchacz* Canopy lost in flight. Departed from airport southbound on runway. The entire flight after tow was south east of the field 1-2 miles. Student flew entire take-off, tow, box wake, released at 3000 agl. The flight started with stalls and recovery, followed by incipient spin and a full spin. Instructor took control, initiated a spin, and continued to maintain control into the recovery. At about 70 knots indicated during the pull portion of the recovery the canopy suddenly released and swung open. It immediately broke off the hinge and cleared the aircraft without contacting the tail. Canopy failed at approximately 2200 agl.

The instructor maintained control of the aircraft and asked the student to make an emergency radio call. The airspeed indicator and altimeter in the front cockpit were visible from the back but not reading correctly. Flight and approach was flown with extra airspeed for safety purposes and was landed safely. There were no injuries, or other damage to the aircraft.

The instructor did the pre-flight inspection of the aircraft. During that time it was mentioned that the aircraft canopy may have been grounded due to recent canopy issues. The instructor received information that the canopy was recently inspected by an AME and confirmed the canopy was serviceable.

It has come to our [club's] attention recently there is a minimum tension or "pull" required on the canopy latch to ensure proper closure. This information was not in the operating handbook – we have very likely been under loading the canopy latches for years. A tension scale has been purchased and the factory recommended tension will be adjusted to the canopy's latches.

10. *Puchacz* Spoilers opened on tow. Pawnee releases with difficulty halfway down runway several seconds after handle actuation. *Puchacz* hits ground hard and groundloops. Minor injuries. Spoilers confirmed closed by wing runner (but

probably not locked) on questioning. *Towpilot*: We checked the tow release on the ground after the fact. Under tension, in certain orientations, the rope does not release until some slack is applied, then it drops off. We tried the same thing with the other towplane and had the same result. Towplane releases are being replaced with modern ones.

11. *CADORS* The Montreal Soaring Council Burkhardt Grob glider (C-GLTQ) with instructor and student on board, was being towed to altitude by the [MSC] Cessna 305A (C-FERD). At an altitude of approximately 3000 feet asl the student flying, veered the glider towards the towplane instead of away from it. The tow rope had not been released and the towplane slowed down sufficiently for the glider to begin overtaking it. The rope became lodged on the aircraft between the right aileron and the wing. The rope eventually failed and both aircraft returned safely to the field. The Cessna 305A sustained aileron and wing damage.

NSO comment – it is likely the aileron/wing damage was on the glider by the write up; MSC did not submit a safety report this year so the facts are difficult to sort out.

12. *1-34* Lost canopy on takeoff. *Pilot*: The canopy came off when I was taking off. I tried to get it closed but I couldn't. I went out of position in tow and released at about 300 feet. I ran out of runway so I turned left and landed on a farmer's field. *Witness* (a licenced pilot on ground): Initial take-off normal until about 100 feet. Two black objects fell away from the aircraft and the glider failed to maintain safe position behind the towplane. Erratic flight continued while the combination turned 180. Glider released, flew length of field, turned left 100 degrees and flew out of sight into a field. *Towpilot* risked life to give glider extra time and height.

Incidents

Assembly/Disassembly/Maintenance

- *Std Jantar* On DI, partner who had not assembled checked aileron connectors done up by other partner. One aileron pushrod only connected on one side. Not detected on cockpit DI, ailerons moved correctly, though more than normal force was required to disconnect. Properly connected, DI redone, Positive Control Check done, flew without further incident.
- *SZD-55* Second flight of year – horizontal stab retaining pin not fully connected. Odd clunking sound on turbulent tow alerted pilot to problem. Continued tow to 3000 in case abandoning a/c was necessary. Control check done, and PAN declared. Returned to field uneventfully. After landing, front of stab could be moved up about 1". Tail was retained by aerodynamic force on tail and tape. Glider had been flown three hours the previous week (PCC done after assembly). Poor rigging check (now uses flashlight and checks retaining dogs more closely), and DI now includes upward push on front of stab. Other SZD-55 owners warned, incident posted on SAC FORUM/Flight Safety Flash; incident report placed on SZD-55 Google Group.
- Maintenance personnel found out there was lock wire securing the shaft of a wheel on a glider in place of a bolt

(club aircraft).

- *Krosno* Fuselage was damaged during rigging by a poorly designed fuselage cradle. The cradle has been modified and a new hydraulic lift fuselage cradle has been built with excellent results.
- During the pre-takeoff checks, the instructor feels a restriction in stick movement. The control compartment is then inspected by a second instructor and a vacuum cleaner adapter is found. A quick investigation reveals that the adapter may have been there for more than two flying days. The daily inspection must include a careful look inside the control compartment. The seat cushion must be removed when cleaning the control compartment with the vacuum. After any cleaning or work on the glider, the pilot must ensure they have all the tools/accessories in hand that they started with.
- During rigging from a Komet trailer, the landing gear was lowered with the glider sitting too low above the ground to allow the wheel locking mechanism to engage. When the glider is pushed out of the fuselage dolly, the gear collapsed and the glider fell to the ground. Luckily, the gear doors were not damaged.
- Flight with unconnected right aileron. Type not reported. Glider was assembled early in the morning so there would be no rush. "I specifically remember doing a 'feel-test' of both aileron connections immediately after I 'connected' them, but - stupidly - did not perform a visual check. Nor did I perform a positive control test." Post-flight, it was obvious the aileron was drooping about 15 degrees, but this wasn't noticed on assembly, the DI, or at the flightline. Weather conditions at launch were 3-5 knot thermals and about a 7 knot NW crosswind causing moderate curl-over turbulence from the tree line north and parallel to runway.

The glider became airborne normally but immediately I noticed poor roll control in the turbulence. My thought at this time was that this might be due to stronger than anticipated turbulence in combination with the glider's normal roll performance which is not as responsive as the ailerons + flaperons of the glider I am most familiar with. At this point I may have been 10 feet high and an abort was an easy option but it did not enter my head because of the above mentioned thoughts. A few seconds later it seemed that the turbulence worsened and I was struggling much more than normal to hold tow position – so much so that I now knew for certain something was very wrong. I then considered releasing but did not like the look of my position relative to the remaining runway. The turbulence continued as well as my struggle to maintain a semblance of tow position. I now took a second or two to actually look at the right aileron and could see it remaining in a fixed -10 degree flap setting (approximately) while I was applying full stick deflections to maintain control. I then radioed an alert that I had an emergency due to unconnected aileron.

The tug responded although I did not understand him. He began a gentle left turn but I immediately requested a gentle right turn to put me into a right hand downwind leg. At this time I knew I was in a perilous situation and that I was also endangering the towplane so I wanted to release as soon as possible. I held on for a few more seconds until I felt I might

have sufficient height and downwind leg progress for a low but feasible circuit. I released and sped up to about 80 mph and noticed that the glider seemed more controllable, perhaps due to the better effectiveness of the single aileron at speed. I then opened the spoilers just a little to see if there would be a surprise; there was no noticeable change in handling. I then performed a gentle, constant-bank right turn that lined me up for final and maintained my 80 mph until flaring (and bouncing several times).

- After first assembly of the year, glider was ready to be rolled out of hangar for first flight. Positive control check was offered by another pilot who was working on his instruments; dive brakes on the DG-XXX were not connected. Owner believed he had done full control checks after assembly on DI.
- Description: After completing the rigging of the LS-4 the landing gear collapsed when the glider was pushed off its fuselage dolly. The glider lay on its belly with the gear doors fully open. Several people were able to lift the glider while the main gear was properly extended. There was no damage to the glider, main gear, or doors. Investigation: The trailer rear door which also acts as a ramp is supported by two small legs. Since it had rained heavily the previous few days, the ground was quite soft and as such, the two legs dug deeper into the ground. The result was that the door was sitting lower than usual preventing the landing gear to fully extend below the glider. Also the pilot, after positioning the gear handle all the way to the extend position believed that the gear would be fully extended.
- Three parachutes accidentally open through season. Rubber bands found melted, incorrect spec. Safety implications: if the parachute lines open out of the sequence specified, (this is the design function of the elastic retaining bands) then the jumper will experience thrown lines, a damaged canopy or potentially a serious failure to fully inflate the canopy. This type of failure would lead to serious injury or worse.

Ground towing

- Trailer being towed to hangar hit car and moved car two feet. Trailer was for 2-seater, longer than his own single seat trailer. No guides being used.
- Ground retrieve vehicle left running/in gear. After being hooked up, started to move, glider leading edge hit driver/hookup-person in back, no injury. Vehicle stopped on its own before hitting nearby trailers. It is difficult to start, so people are reluctant to turn it off. Method of ensuring it is really in neutral (or having working parking brake) is necessary. Perhaps, fix the problem that makes it hard to start?
- While towing a glider back, the wingman used the active runway while there was a towplane on short final behind him (landing in the opposite direction) and a glider turning base. The wingman was holding the wrong wing as prescribed in the standard operations manual, causing it to hide the landing pattern.
- While towing a glider back, the wingman decided to use a small bridge over the irrigation canal. The bridge being very narrow, the wingman had difficulty aligning the glider. The wingman shouted to the ATV driver to slow-down and stop, but the glider was rolling and fell into the ditch. The glider was an L-33 Solo. Minor damage to nose cone and right wing skin.
- While putting away the lawn mower tractor in the hangar,

the driver collided with a glider already in place in the hangar. The tractor has a safety hoop going high behind the driver. The risk was identified and mitigated when the tractor was acquired by installing horizontal sticks with tennis balls that go forward, in the field of vision of the driver. However, the driver had a baseball cap so did not see the balls. The right aileron is delaminated at two places, but repairable. No guide was used.

- Member with 1800 hrs started to move a glider across the runway with a golf cart. From the west side of runway he did not notice a DG-800 entering a right base (glider circuit is LH). DG-800 overflew the golf cart with less than 50 feet of clearance. While he did check if the circuit was clear, this glider may have been obscured by the tall trees between us. Personnel on the east side of the runway alerted us, but not in time.
- Large fuselage dolly tied to a golf cart driven under the wing of an L-33 on the apron in front of hangar. Aileron bent about 10 cm, also split trailing edge. New aileron acquired, cost of repair \$800.
- ASK-21 was dented sharply while stacking it in the main hangar. The damage was to the left underside of the fuselage in close proximity to the main wheel where the lever of the "Go Jack" dolly (the "Dolly") contacted the glider.
- Glider hit towing vehicle. I landed on XX approximately 15:15 stopping abeam the small hangar behind another pilot at the left side of the runway. Shortly after "the other pilot" was retrieved by a golf cart and the gator being driven by member pilot X came to retrieve DW with myself on the wing. I hooked the rope up and checked for gliders downwind and final. All clear so I proceeded to cross 21 behind "the other pilot" who was walking the wing of his glider. They were about 50 feet in front of us. When we were about halfway across the runway I heard the other pilot shout "glider on final". I spotted the glider which was still a fair distance away. Nonetheless I felt it urgent to speed up and asked the golf cart driver to do so in a reasonably audible voice. He did not appear to hear me so I yelled "Go...Go". He then abruptly accelerated and I immediately lost grasp of the glider, upon which I yelled "Stop, Stop". However by this point the gator was travelling at quite a clip and there was no way for me to catch up. He then stopped abruptly but since I no longer had control of the glider it groundlooped and the front-left side of the glider hit the rear right corner of the vehicle. From my vantage point it looked like the brunt of the impact was taken by the nose cone on the left side. I checked it for damage but there did not appear to be any. When stacking the plane and just after we got it in its spot he noticed the damage to the canopy and pointed it out to me.
- High performance single-seat glider being towed to launch point at a wave camp was pulled over to give room to a land-ing glider (glider runway is between main runway and tie down area). Tail dolly attached to tow hitch, with wing wheel (standard pull-out equipment). Glider wing was inadvertently pulled through six foot-high brush, damaging aileron trailing edge (unflyable). Attention on the radio and incoming traffic decreased situational awareness of the wing.
- No weak link: I hooked up a 2-33 without use of a weak link. Both the student and instructor inspected the rope per procedure, neither noticed. Glider flight proceeded without incident. Club had changed to new type of rope after many

years of not needing weak links on 2-33s. While I noticed the rope was "different" or "not right", the rope in use was the new type now being tested, and thus my mind was satisfied I had found what seemed "different".

Launch

- ASW-20 – Wing drop and release in first 10 metres.
- L-33 – Dragged wing and released; ground loop through 90 degrees low energy.
- DG-1000 – Wingtip dragged and pilot released. No ground loop.
- On a windy June day, a glider did a groundloop twice. No damage. Stop the operations when the cross-wind is getting too strong if there are no alternative runways (if there are, change runways).
- Pilot onboard the glider with tail dolly still in place before takeoff. A club member signals the pilot of the situation well before the tow. Dollies should be removed immediately after the glider is staged.
- PW-5 rudder pedal rack released during tow. The pilot adjusted the rudder pedals before take-off and thought they were locked in place. At about 2500 feet on tow the pedal rack disengaged and slid full forward. The pilot was tall and continued to have full control but elected to release to land and investigate the problem. After landing and inspecting the adjustment mechanism it seemed possible that after adjusting the pedals the locking pin could be partially in the hole but not fully engaged. This event was an inconvenience for a tall pilot but could affect control of the glider for shorter pilots especially on takeoff or landing rollout.
- 2-33, instructor with student: Towhook released prematurely on takeoff. I took control of the glider and landed straight ahead in field directly ahead, with no damage to airplane or injury to student. The release was checked prior to takeoff, so no cause seems apparent for the malfunction.
- PW-5 The pilot intended to adjust the rudder pedals while on tow, but instead pulled the release at about 1000 feet, and then landed without incident. The pilot reported that the pedals became slightly misadjusted after shifting body position in the glider while on tow. The release was accidentally pulled because the knob was misidentified. When in the circuit or on tow, look at your hand to see that it is on the correct handle (identified by colour or placards).
- Grob – uncommanded release. At 3000 feet the rope released; felt normal to instructor, but student said he hadn't released. Rope checked on ground – intact. Hook-up was queried, found correct. Release tested by golf cart and rope while glider was held in place – worked correctly. An incident last year was found to be due to the rear seat release being pulled upward on a previous flight (or ground evolution). The Bowden tube has a tendency to jam beside the panel, leaving the release in a 'partially pulled' state. State of rear cable now a DI item.
- Aborted take-off. First solo flight of the year in Puchacz. Towpilot felt tail being lifted, right wheel lifting. Half-way down the runway, towpilot released glider. Looked in mirror, saw glider well left. Glider: "It was to be my last flight of the day as well my first solo flight this season. Weather was very hot, very humid, and crosswind gusts had sprung up. I was lined up for a tow flying the Puchacz solo. All progressed

normally, as we started rolling I noticed my plane veering towards the left wing, until I felt I was out of position (almost like when boxing the wake). Speed by then was close to lift off speed – I thought of correcting with rudder, but decided against it. I was worried that I would inadvertently also use aileron – this close to the ground not a good idea. As I was reaching for the release, the towrope became slack... had I not released then, I would have over-rolled the rope. I decided to call it a day and not push my luck. I felt tired, hot and hungry, not a good combination for a successful flight.”

- Pawnee towing 2-33, spoilers opened on launch. Taking a licensed pilot on area check flight. At 300' got signal from tow plane that spoilers were open. Closed spoilers, thought they were closed on ground; towpilot also thought they were closed. Perhaps not locked and opened? but likely just missed on check by pilot, instructor, wing runner, and towpilot.

- Landing glider almost overtakes glider launch: A glider was in the circuit to land and another glider was in the process of launching. It seems there was a combination of no one seeing the glider in the circuit, no radio calls heard, and a delayed (slow) takeoff roll. *Landing glider pilot's report:* I was flying in the Grob 103 on final when the towplane was taking off with the SZD-50-3 in tow. It was the last flight of the day. I had reported my position in the circuit twice. The towpilot was a bit slow in launching. I never got a response so I assumed they saw me. I was flying an intro. When on I final I realized that they had started their takeoff roll so I put the spoils in, slowed down as much as I felt I could safely and followed them (I never got fully over them but was close) until it was clear they had more speed than me, then I landed. Used up three quarters of the runway. *Wing runner's report:* I did not see the Grob 103 until after letting go of the wing of the SZD-50-3. I don't recall seeing it in the circuit. I didn't have a radio but didn't hear a squawk from the glider cockpit either. It might not have been loud enough.

- Pawnee and 2-33 During a spring checkout exercise, during change-over of control, glider got out of position on tow at 400 agl, and towpilot had to release. Glider did downwind landing and landed safely. *P2:* I did not hear the instructor say, "you have control", so I did not take control, waiting for the above words. Instructor assumed I heard "you have control" so neither myself nor instructor assumed control as glider was going out of position, until release and landing. *Towpilot:* On tow at 400 feet. The A/C tail was pulled up, nose down, airspeed dropping rapidly from 70 mph. A quick look in the mirror revealed the glider-in-tow rapidly climbing to the right. I released, we both landed without further incident.

- G-103 – Spring check, second check ride, this time from rear seat. While rotating on takeoff the wooden handle came off stick in my hand. Verbal to P1 – he immediately said, "I have control". I replaced handle and reassumed control once at safe altitude ~700 ft. After landing, I slid handle off – P1 touched stick – white wet glue. Someone said it was epoxied this morning – no note in DI book, journey log. No red card; no communication to line chief. Another pilot had just flown an intro from rear seat.

- Towplane + 2-33. Instructor unsure if tow would clear trees to north of runway. Released and landed in field beyond runway end. Prolonged takeoff roll caused by glider dragging downwind wing in acceleration phase of takeoff. No damage

to glider, crop (soya) was very short and ground was firm.

Rope breaks

- ASK-21. Rope Break at about 500' – abbreviated circuit performed to cross runway. Strong wind down runway with pre-solo student. Considerable mechanical turbulence at low level.

- A rope break occurs at about 250 feet during a takeoff when slack is recovered. A moderately strong crosswind was causing mechanical turbulence. The pilot lands safely in a field in front of him; rope was on its second season. Ropes will be replaced annually.

- Can't release in low tow. Refer to listed accident in report.

Airprox/near midairs/airspace

- Piper Twin Comanche did practice NDB approach, missed approach 1–2 miles away; not a good idea to do "underhood" approaches in towplane path with gliders looking for thermals.

- C-150/152 Fly-in event visiting aircraft taxied to opposite end of operation and proceed to takeoff on glider launch side. Did not clear glider and towplane on ground by very much. Need to develop briefing sheet for visiting pilots at events.

- After a chat with some NavCan people, it was discovered that another club's airspace had been opened instead of the club airspace on May 5 and 8, 2013.

- In July, two PowerFLARM fitted private gliders in a thermal came very close to each other without PowerFLARM sending alarm (note: the system only alarms if there is risk of collision – you can get VERY close and not have an alarm).

- While thermalling close to the airfield, the instructor of the 2-seater had to maneuver to avoid a C-172 flying in the opposite direction. The field operates on 123.4 and no call was heard from a foreign airplane on that frequency.

- Ultralight float plane doing circuits off the end of the runway with no radio contact (MF 123.4). Glider on approach had to fly 500 feet behind the ultralight, who did not return.

- P2 (post-solo student) was sitting in front cockpit for post-solo dual check flight. P1 (instructor) was sitting in rear cockpit, monitoring the flight. Takeoff, tow, and free flight were without incident; P2 was in control. At 1200' P2 voiced decision to fly towards the high key from a position southwest of the runway, and began SWAFTS check in preparation. P2 crossed over north end of runway 36 at approximately 1000 feet and whilst doing so, broadcast his intention on 123.4 MHz; the radio transmission was heard on the field over the loud-speaker from the ground cart. P2 initially turned downwind closer in relationship to the runway than would be considered normal, P1 voiced this, P2 altered heading slightly to widen the downwind leg. At a height between 800–900 feet, the P2 noticed a large orange helicopter on a head-on course, slightly west of the glider, approaching at a high rate of speed. The helicopter was at the same altitude as the glider, and on a ground track just east of runway 36, approximately 3–4 wingspans (70m) west of the glider. P2 waggled the wings in an attempt to signal the helicopter, no response came from the helicopter. P2 continued the downwind leg, voiced a desire to turn base immediately and land – P1 reassured P2 that the danger was over, to continue to fly the downwind until a more appropriate time to turn base. While

turning base the glider encountered some turbulence (rotor wash and wake from the helicopter) but otherwise the base and final legs were uneventful and a good landing concluded the flight. The event was also witnessed by club members on the ground, and one club member was able to catch the overflight on video. Immediately after the incident (the near miss) P1 transmitted a broadcast to other gliders in the area and the transmission was acknowledged by one of our gliders still airborne.

- CADOR Glider within control zone without clearance. Glider thought zone was 4000 asl but was 4500.
- Multiple near-miss in thermal. Instructor with pre-solo student in high performance 2-seat glass. Joined thermal below two higher gliders that topped up and left. Another glider entered from 50 feet below, pulled up causing the instructor to take control. Other glider turned inside the 2-seater so close the instructor again had to take control. 2-seater left thermal; other pilot reported to CFI.
- Eight other Transport Canada Cdn Aviation Daily Occurrence Reports (CADORS) reporting airline or General Aviation approx or near mid-air.

Gear-up landings (4 – was 7 last year)

- A private glider did a wheels up landing. No reported damage.
- Single seat (mentioned in accidents in this report).
- Gear collapse on the DG505 with a student. It appears to be a gear collapse since we did a gear down and locked check and two members mentioned that he saw our gear out on downwind – so, hmm. The student and I also felt a landing roll before the gear collapsed. There were enough of us at the field to lift it and put the gear down on the field. There does not appear to be any damage to the gear or gear doors. It is in the hangar and I have grounded it until whoever needs to have a look at it and gives it the okay.

As most members know the 505 has the problem of giving a false impression that the gear is down and locked when it is not, due to the landing gear lever not being fully flush against the side of the cockpit wall. This has been discussed at the instructors meeting. A pilot briefing with all new and current 505 pilots should include the idiosyncrasies of the 505 landing gear. This combined with a simple gear warning horn that activates if the gear handle is not in the proper position while activating the spoilers should be installed.

- DG-500 Gear lever not completely seated in lock detent, main wheel sagged upon landing; must confirm that gear lever is completely in the locked position by 'hitting' the gear handle to insure it is fully in the lock detent. Make this part of briefing for pilots new on type.

Towplanes (13 – was 33)

- PW-5 spoilers partially deployed on takeoff. Fourth flight of the year by an experienced pilot. Radio calls weren't heard
- Radio not on. Spoilers-open wag by towplane; spoilers closed, tow continued. Light glider with a powerful towplane. Poor DI.
- ASW-20 At least two early releases on tow when high above towplane. CG at 80%; also some towpilots reluctant to tow at manufacturer recommended tow speed 65 kt.

- In the spring, after maintenance on the aircraft, a flight test was initiated on the Pawnee towplane. On takeoff, the engine did not put out the normal max power and the flight was aborted. It was found out that the fuel valve was not fully open.

- It has been noted that accidental opening of the Citabria pilot safety belt can occur under some circumstances. All pilots have been advised.

- Twice the same day, a towpilot announced a takeoff with a glider when the other towplane was just on the flare, landing in front, in the opposite direction.

- When picking up fuel for the aircraft in the drum in XXX, diesel fuel has been taken without anyone noticing the mistake. When trying to taxi down the runway, the aircraft engine quit (note – diesel floats on avgas). Avgas is on the bottom of the tank, so your drain sample might look good. Are your club fuel tanks well marked for diesel, Mogas, and Avgas? Perhaps different colours, and same colours on the appropriate gas caps?

- Krosno on an introductory guest flight was waved off by the towpilot at 1000' due to poor takeoff performance. The wind was from the south, 90 degrees to the runway alternating between slight headwind to slight tailwind. We had debated several times during the day about changing ends.

- Several instances of new towpilots dragging towrope/rings over adjoining highway.

- Tost ring attached to Schweizer hook on towplane:

For the first flight of the day, I unspooled a rope. It had the large Schweizer ring at the end. Unbeknownst to me, it was the rope with the Tost connection at the other end. I brought it to the flightline. I sat in the 2-33 with a student. Another student arrived to help with the wing running. I asked the wing runner if they had been shown how to hook up the tow rope to the towplane. They said yes. The wing runner had some difficulty attaching the rope to the towplane. I called out and asked if help was required. The wing runner responded that there was some difficulty, but was able to hook up the rope. We took off. On its return to the airfield, the towplane released the rope. On the next tow I retrieved the rope and realized that the wing runner (new member) had hooked up the Tost connector to the towplane. I informed this person that we use the large ring to connect to the towplane.

- On taking over (Pawnee) from another towpilot I conducted an uneventful 2000' tow. Upon shutting down at the gas pump I tried to release the rope and was unable to. The release handle had been wrapped behind the metal bracket that hangs down from the left side cockpit frame. It is not known how the release mechanism became trapped in that position but there is enough play in the mechanism that it's possible that it could have happened "naturally" during normal towing operations. It was evident from inspecting the tail release that the sliding release bracket was out of position and there was only about an 1/8th of an inch holding the two release prongs together. It took no more than a slight nudge to release the rope. The two main hazards are being unable to release the glider in an emergency and unintended release during tow.

- While towing today I had to release a 2-seater. Here is what happened: The glider pilots were "instructor and "instructor student". We took off on runway 36 and I started my

right hand turn to do a 270 and head west. At about 1500 my tail started to get pulled up aggressively. I managed to get a look at the glider through the mirrors and from my perspective it looked like the plan form, only from the bottom. I then calculated that by the time the glider was under control my nose would be pointed down a lot more than it should and proceeded to pull the release. The glider went on to land without further incident. The rope was not lost. After talking to the pilots I was told that it was an instructor training exercise in which the instructor played inept student. (Instructor was made aware that "teaching" such a maneuver should include a briefing to the tow pilot, and that the maneuver was overly aggressive.

- Pawnee power loss This occurred during the second or third tow of the day. This flight was supposed to be a 3000 ft tow from runway 10. The glider behind me was a Puchacz on an instructional flight. We were approx 1 to 1-1/2 miles east of the field, on a heading of approx 260 degrees. After passing 1300' the engine lost a significant amount of power, and the airplane developed a pretty noticeable vibration. I immediately saw a significant slack on the rope developing so I waved the glider off and they managed to turn right and into a right downwind for runway (glider made a clear radio call stating intentions as well). I turned left and headed for the end of the closest, planning a short final leg. All RPM, engine temp, and engine oil indications were erratic and power output was slowly diminishing, while the vibrations kept getting worse and at points it was so severe that I barely had control of the airplane. I checked all my switches and everything was on. I applied carb heat in case of carb icing and it really didn't do anything other than lose about 200 to 300 RPM as per usual.

By the time I was on short final for 18 the engine was producing about 1200 RPM on full throttle. I did a flapless landing, shut everything off and coasted to the pumps. Prior landing, I broadcasted my intentions to the traffic frequency and I also notified "ground". After the AMEs opened up the engine it was discovered that there was damage inside one of the cylinders indicating a foreign object had somehow entered the combustion chamber and then somehow left the combustion chamber or had beaten itself to bits and gone through the exhaust port and outside. I find this a little disturbing: something small and unsecured was in the intake system. We do not open up the air cleaner or anything down-stream so this would not have been caught during a DI.

- One-Mag launch. I had trouble restarting the tug when the engine was warm. It appeared to be flooded, and I reverted to the Left Mag only. It started and I initiated the tow. When full power didn't happen I aborted the tow. Events got out of sequence, and I started the takeoff with only one mag. Pre-takeoff sequences should be restarted when interrupted. Experience tow pilot.

Runway incursions (6 – was 10)

- Tractor/mower mowed across runway and entered intersection with glider on final.
- Towplane had to go around because glider/towing vehicle in intersection. Towplane had approached a second runway due to wind shift; glider/vehicle driver didn't notice (no radio). Towplane almost had to do second go-around. Radios in re-

trieve vehicles improve safety and are relatively inexpensive.

- After repeated radio calls with no answers, a glider in XXX landed getting close to a person walking by the runway. Last year, the club decided that there should always be someone listening on the radio in XXX when there are operations. It is a mistake as it was found out that the radio volume was put down a few minutes before this landing. Runways should have access control, and pedestrians should have their heads on a swivel.

- After the glider has radioed his landing intentions, a towplane back-tracked with the earphones off the pilot's ears.

- Two non-pilot teenagers are allowed by a club member to use the ATV to ride in the field on the side of the runway. They misunderstand the limitation between the runway and the "pull over" area so they venture on the runway. When a glider comes in for landing, an instructor signals to the ATV about the hazard. The drivers stop on the "pull over" area and force the glider to continue straight and stop on the active runway.

Circuit planning/Low arrivals/Circuits (10 was 21+)

- ASW-19 low final glide/wrong field/groundloop. Low final glide from 22 km, planned arrival 400 feet less than required for circuit. Decided to omit circuit. Flew to an adjoining field (hard to see airfield at this location); 2 km south, used dive-brakes for straight-in. Realized it wasn't runway, at very low level decided to steer to the now-visible runway. Right wingtip hit crop and glider groundlooped (experienced tired pilot at the end of a challenging day. Burning off height when you're low may not be the best choice. "The low level turn over the crop was not observed by witnesses but appears to have been at less than wing-span height." Tailskid broke off, AME examined, no other damage.

- Near miss on low rope-break exercise. Three tug operation, very busy launch line. Windy. Launched a low rope break and did not halt successive launches until downwind landing complete. 2-33 & Grob 103 near miss at 100' over south end of the field. Line chief: Operation should have been halted to accommodate the pre-arranged low rope break. I was line chief but was not controlling launch pace.

- ASW-20 Windshear after landing flap selected. Had to close spoilers and lower nose to regain airspeed

- ASW-20 gear-up landing. 1000' tow, other traffic in circuit, towplane on extended final raised workload. Added markings in cockpit to make it easy to see gear handle in proper position (large green rectangle at gear down position); florescent red on gear handle, spoiler handle and landing flap range. Gear handle in this and many other gliders often difficult to see as often obscured by thigh. Pilot has considerable time in LS-4 where gear lever blocks spoiler handle when gear up. The first several flights in a new type give several opportunities to get it wrong.

- ASK-21 PIO on landing. Flare too abrupt and too close to the ground. Insufficient hold off and touchdown with too much flying. Instructor observes many of pilots doing a "kamikaze approach" with a last moment stick back movement when only a few feet from the surface.

- High performance 2-seater Instructor did low energy flat approach to touchdown short of normal landing spot performed by instructor. Bad example.

- Off-field groundloop just short of runway with solo stu-

dent in 2-33. Pilot used the wrong wing slip on base, turned too low on final and landed just off runway, ground looped. Inexperienced – third solo, landed short and in the long grass. Broke outrigger wheel off on right wing. Slip on base pushed a/c away, leading to short on long final and reduced speed to slow rate of descent could have lead to poor directional control on landing; spoilers were fully opened throughout. Runway 14, wind 355/7 (NSO note – could have been considered accident but very minor damage).

- ASW-27 Groundloop on landing. Turned to retrieval side of runway away from moderate crosswind; wing tip went down and turned some 50-70 degrees. Brake applied to keep tailcone up until swing stopped.

- Pilot went beyond a safe distance from the field for an introductory flight and decided to complete a normal landing circuit when the altitude of the aircraft at the High Key area was much too low to complete a normal landing. The turn was described by witnesses to be “a skidding right hand turn at very slow speed 10 feet above the corn; any wing drop would have impacted the corn, cartwheeling the glider. I was very surprised the glider did not stall and drop a wing.” The option to complete a downwind landing in light wind conditions was ignored. The pilot’s skill allowed for a safe landing in difficult circumstances of his own making; human factors – pilot was tired (crying child the night before), and felt he had to fulfil his duty Instructor shift even though he was tired.

- 2-33 landout The student was flying the 2-33 on tow. We were heading away from the airfield. At 1500 feet, we went through a strong thermal (between 600 and 800 fpm indicated on the vario.) I told the student to release. The student did not release immediately, but did so within 5 to 10 seconds. We had flown right through the thermal, but I was not too concerned with that. I asked the student to turn around to go back to the thermal. At that point I saw our position relative to the airfield for the first time. I became concerned because I realized that we were further from the airfield than I had thought. I then told the student that we might have to land out if we did not connect with the thermal and I took control.

I headed back to where I thought the thermal was, but did not connect. I continued on towards our airfield and pointed out to the student the field where we would land if we could not make it to our airfield. Unfortunately we did not find any lift. I joined the downwind leg for the field. At that point we flew through some lift, so I did a 360 degree turn in order to attempt a save. Unfortunately the lift did not turn out to be any good and this put us in a lower position instead. The field turned out to be somewhat short (1000–1500 feet) with tall trees at the threshold. Because we were low, I put the nose down on our turn to final in order to speed up and avoid possible wind gradient effect. We flew a short final leg and flew rather close to the trees at the threshold (about ten feet above). We landed smoothly with 200 feet of runway to spare.

- On July 13 a private aircraft with pilot “X” landed on inactive runway 36 without permission from duty instructor. As the active runway was XX, on his downwind leg to YY the private aircraft flew in the opposite direction to the towplane on downwind for runway XX. This created a potentially dangerous traffic situation.

- Some instructors seem to be either training, or implying,

that air brakes control speed. The result of this thinking is fairly obvious. Numerous landings where the pilot is milking the air brakes in an effort to hit terra firma. Not a good way to land. Today, I witnessed three efforts where pilots used minimal air brakes. Manipulation of air brakes 20 feet above the ground will result in damage to gliders and likely damage to lower spines.

- Low return to home field Misread altimeter; joined circuit low, thermalled up to circuit height rather than do a radio call and circuit from the other side of the field (for which there was better altitude).

- 2-32 Hard landing. The aircraft entered a regular circuit. A decision was made to try a slipping turn to final. Decision changed when concern with function of ASI. Full spoilers used to adjust glide. On roundout aircraft struck tail first. On steep base ASI needle stuck at 60. Lowered nose. No response, then shot up to 80. Pulled back on stick, did slipping turn with full spoilers. High descent rate resulted in poor flare and a hard landing.

- DG-500 On rollout after landing, main wheel broke traction as wheel brake was applied. Glider began to skid and went off edge of runway into field. Port main wheel door aft hinge sustained slight damage, was repaired.

- Solo student in 2-33 When I turned base I realized I was low. I landed short of rwy in the tall grass (winds were calm).

Canopies (9 – 13 last year)

- ASW-19 “Canopy unlatched on first flight” (not sure if this was first on type, first of day, first of year).

- ASW-20 Landed and found canopy unlatched for whole flight (poor DI, poor pre-landing checks; front opening canopy made flight without incident)

- G-103 Cruising at 4000 agl, 60 kt 40 minutes into flight. Rear canopy blew open. Pilot reduced airspeed, passenger re-secured canopy. Flight ended normally. Rear canopy latch mechanism stiff, needs lubrication. Possible that latch appeared to be fully closed but wasn’t.

- Discus 2 Turbulent conditions at the base of the ridge; canopy came open on tow. Successfully restrained by pilot. No “opening check” applied!

- G-103 Canopy opened just after take off. Glider lifted off, then towplane, then canopy opened full. Released and landed. Made turn to right to avoid fence. Made a controlled groundloop. I checked the canopy after locking so I am not sure what I did wrong. Instructor on intro flight.

- Four others mentioned in accidents portion of this report.

Other

- LS-4 Multiple (4) cracks observed in the empennage area. There were two cracks in the tail dolly area, one crack at the top of the vertical stabilizer where it flares a tiny bit into the mounted horizontal stabilizer and an approx. 9 inch crack running vertically one inch forward of the trailing edge of the rudder. Findings: None of these were reported by the “incident” pilots. Probable causes of some of these damages: The tail dolly could have been twisted, or not installed properly causing cracking in that area. The crack in the vertical stab just under the horizontal stab would almost surely be someone picking up the tail by the horizontal stab or somehow put a load on the horizontal stab causing stress where the two

meet. The cracked rudder is more difficult to understand, a possibility of someone holding the rudder or moving the rudder with an energetic person on the rudder pedals during a control check could cause a high load concentration on a small area causing cracking. The height of the crack is about right to support this theory. It is disturbing that multiple DIs did not detect four cracks in the tail.

- Flight line hazard: Tripped over wire brace for tent canopy on flightline deck. Broke wire, fell on deck. Abraded arm and knee. Investigation: Bracing not placed properly and inadequately covered. More visible plastic tubes should be put over the wires.

Analysis

I am mystified why the adoption of PowerFLARM is so slow, particularly at clubs under approaches to major airports. My experience is that PF is easily installed, has low power draw, and produces enough alarms of unseen traffic to improve the pilot's look-out. I understand that a non-PCAS, non-FR (significantly less expensive) Core version will be announced at the late February SSA Convention in Reno. This satisfies the complaints of clubs remote from major ATC centres or mountain valleys that some features of the current system make it too expensive (The FR can be added for extra cost). Details in *rec.aviation.soaring*, and once the Reno SSA Convention is over, I will post to the SAC Forum. FLARM works!

Statistics We asked clubs to report how many Power-FLARMS were installed. Of the 12 clubs that submitted reports, five reported, and three of those had no PowerFLARMS (SOSA had most club and private gliders with PowerFLARM, and many with Transponders). I am aware some Eastern zone clubs are fully fitted, but they did not send data. Edmonton reported three. Only four clubs reported the number of flights done, which makes year-to-year statistical comparison impossible.

There are two cases on airtows with instructors on board where enough slack developed for the towrope to wrap around the glider wing; we were lucky that damage was limited to the trailing edge and ailerons. Another year with lost canopies in flight. Many of these, and some other incidents, are completely preventable if pilots correctly do their Daily Inspections, CALL checks, and pre-landing checks. Many of the ground towing incidents would have been preventable with working radios in the tow vehicles.

The number of assembly problems – tailplanes, ailerons, and so on – are incidents which will kill you, and *MUST* be a club focus over the next year. I urge all pilots to follow a thorough checklist on assembly, do a thorough DI, and walk-around before every flight. This is particularly important on a new type, where I think either an owner of the same type or an experienced instructor should be consulted.

So, an upcoming season – was your club one of the two that did safety audits this year? Ask, and if not, ask why not. Look at an area where you are comfortable, and spend an hour looking at your club's operation (that is, play Safety Officer for the day every now and then) and try to see if you have prob-

lems that have been seen before (be tactful). Don't ever interrupt pilots during assembly, or when they're doing checks. Do the IMSAFE check as well, and if you have personal issues, perhaps take a dual flight with a friend, or relax on the ground instead of flying. Does your club use the Risk Management Matrix that was developed last year, and if your club does contests, does it use the Contest Risk Management Matrix trialed at the 2013 Nationals?

As a pilot, have you done the annual currency quiz in the Aviation Safety Letter? Have you bought, for about the price of a tow, a recent book on gliding? Almost all of them have great sections on safety. How often do you fly with an instructor, or with another pilot whose opinions you respect? Trade flights in the club 2-seater and get an honest opinion of your flying. I think it's great when someone points out things that have crept into my flying (last one – looking only at the landing area on base leg, not coming back to the nose to check attitude), and nothing bothers me like a checkflight where the instructor says "all good". It's only with honest self-examination that you will be a safe pilot. Adding to your experience with the instructor course, or learning aerobatics, adds to your bag of tricks when luck runs out and your skill is put to the test (Tom Knauff says you don't rise to the challenge, you fall to the level of your training in an emergency). Never let your glider go to a place that your mind has not been 5 minutes before.

I've been the SAC National Safety Officer for three years, and I've enjoyed working with the FT&SC and club Safety Officers, but I have some issues with my family life that means I won't be able to continue in this role as of the 2014 SAC AGM. I thank the clubs who did report, and encourage club Safety Officers to use this data in their spring safety meetings. After the AGM, I will post this to the Document Vault (Under Safety and Training) and distribute a package to the club Safety Officers of those clubs who contributed.

A final plea. Please consider providing permission for the Flight Safety & Training Committee to access IGC files of aircraft having accidents so that the causes can be determined, and mitigating action taken to save your friends. I wish everyone frequent and safe soaring in the next year.

12 clubs reported, 8 did not give # of flights/PFs.
Edmonton SC – 829 flights/3 PowerFLARM
Great Lakes GC – 445 airtows/0 PowerFLARM
Alberni Valley Soaring Assn – 412 airtow/ 0 PF
RVSS – 798 airtows/0 PowerFLARM

TROPHIES & AWARDS – Phil Stade

Canadair Trophy – best 6 flights of the year – Motor Glider

Adam Zieba – York Soaring Association

4083.3 OLC points, 3861.9 km total, 643.6 km avg/flight

All of Adam's flights were flown out of the York Soaring airfield in C-GAXH, his ASW 28E/18m glider. This is the second year that Adam posted the 6 best flights of the year. Well done Adam.

	OLC Pts / Dist.(km)
1. July 25	827.7 / 766.9
2. Aug 15	698.5 / 632.9
3. Aug 16	696.6 / 645.0
4. Aug 5	642.0 / 617.4
5. Aug 24	631.5 / 596.0
6. June 19	587.6 / 603.7

Canadair Trophy – best 6 flights of the year – Pure Glider

Trevor Florence – Canadian Rockies Soaring Club

3882.0 OLC points, 3829.8 km total, 638.3 km avg/flight

Five of Trevor's qualifying flights were flown in his Duo Discus from Invermere, BC. His 31 July flight was in his venerable 1968 H301 Libelle. Congratulations Trevor.

	OLC Pts	Dist.(km)
1. June 10	839.6	/ 906.4
2. July 31	752.4	/ 682.6
3. July 23	612.7	/ 595.0
4. July 26	594.4	/ 563.4
5. June 6	553.2	/ 567.6
6. July 3	529.7	/ 514.8

BAIC Trophy – Best flight of the year - Pure Glider

Trevor Florence – Canadian Rockies Soaring Club

Schempp Hirth Duo Discus – C-FDUO

Trevor spends a lot of time in his Duo introducing pilots and first-timers to the beauty of soaring the Columbia Valley and surrounding areas. His 10 June, 8:40 flight with passenger Chris Hildebrandt appears to be one of those special flights.

June 10	839.6 / 906.4 km
Speed	104.5 km/h

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

Vlada Dekina – SOSA

2151.5 OLC points, 1723.8 km, 287.3 km avg/flight

Vlada flies out of the SOSA club but all her trophy winning flights launched from Invermere, BC. C-GISC, an Invermere Soaring Centre PW-5, was her aircraft of choice for these flights.

	OLC Pts / Dist.(km)
1. July 26	410.7 / 327.6
2. July 24	406.6 / 337.4
3. July 31	388.5 / 283.2
4. July 30	337.8 / 276.1
5. July 21	333.5 / 273.0
6. July 25	274.4 / 226.5

General OLC statistics for 2013 (from Jörg Stieber)

OLC – Canada:

Trevor Florence; Duo Discus; from Invermere, BC, 10 June, 906.37 km; 840 OLC pts

OLC – North America:

Adam Zieba; ASW-28E-18; from Ridge Soaring, PA, May 12, 1,412.22 km; 1261 OLC pts (5th best OLC North America)

Six Canadian pilots submitted flights over 1000 km to OLC North America.

OLC Canada Champions (6 best flights):

Adam Zieba, York Soaring Association 4084 pts

Trevor Florence, Canadian Rockies Soaring 3882 pts

Ian Spence, Canadian Rockies Soaring 3877 pts

OLC Canada Junior Champions (6 best flights):

Thomas Butts, SOSA Gliding Club 1974 pts

Robert Zachemski, SOSA Gliding Club 1909 pts

Emmanuel Cadieux, MSC 1771 pts

OLC Canada – best Novice – pilots with less than 200 hrs PiC

Vlada Dekina, SOSA Gliding Club 2151 pts

Thomas Butts, SOSA Gliding Club 1974 pts

Chris Razl, York Soaring 1950 pts

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

Adam Zieba, York Soaring 4788 pts – 27th overall

Marian Nowak, Toronto Soaring 3976 pts – 56th overall

Trevor Florence, Canadian Rockies 3882 pts – 61st overall

Stachow Trophy – absolute altitude in excess of 5000m

Gary Hill, of the Edmonton Soaring Club is the winner of the 2013 Stachow Trophy for the highest flight recorded in Canada. The winning flight occurred on 7 October at the Fall Cowley Wave Camp. The flight was flown in the ESC Puchacz, C-FMJS.

Maximum altitude – 28,000 feet (8,534m)

Height gained – 19,100 feet (5,822m)

One of the notable features of this flight is the five minutes climbed after release. Gary gained 6972 feet in that time for an average of 1394 feet per minute. The entire flight was only 1:23 hours, a notably short flight for a climb to 28,000 feet.

Notable flight award – 21,211 feet

Pierre Beaulieu at Baie St-Paul, Quebec

On 16 September 2012, Pierre climbed to 21,211 feet during the annual Baie St-Paul Wave Camp held by Club de Vol a Voile de Quebec. Flights of this altitude are not common in Eastern Canada so although the flight occurred in 2012 we still wish to recognize its significance with this award. Congratulations go to Pierre and all those involved with the Wave Camps.

Other trophies

Walter Piercy trophy (instructor of the year)

George Domaradzki, Rideau Valley Soaring (RVSS).

George completed 156 instructor flights (57 hrs) and is the most active instructor of his club with over 40% of the instructing. He is also club president and has organized and taught on the Ottawa area ground school with GGC for 5 years. When he is not teaching, he is active with other club projects and mid-week air cadet training, and is he is often first to arrive in the morning and last to leave in the evening. He was also the RVSS rep on the Ottawa TCA restructuring which will result in a great increase in the airspace allotted for their use, and making it safer for cross country pilots.

Hank Janzen Award

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

Dan Daly, Gatineau Gliding Club (GGC)

Dan has been the SAC Safety Officer and the most active member of the FTSC for the past 3 years and has been commended for his detailed and thorough Annual Safety reports and insightful analysis and recommendations. Dan has been instrumental in providing safety information on the new SAC web site and in assisting with coordinating the implementation of PowerFLARM and liaison with Industry Canada.

Prairies Zone	142	135	136	136	135	144	148	133	131	121	130	115	106	117	113	85	88	93	83	94	101	75	92	72	-20	-70	114	-37	
REGINA	35	41	34	30	26	29	36	28	32	20	23	23	13	16	18	9	11	7	8	14	9	8	5	6	1	-29	20	-70	
SASKATOON	13	13	12	10	11	18	15	19	17	19	18	17	17	23	22	15	16	18	16	20	22	12	23	16	-7	3	17	-4	
WINNIPEG	79	71	69	66	65	70	65	61	59	61	71	58	58	61	56	45	45	51	47	49	57	46	55	42	-13	-37	59	-28	
PRINCE ALBERT	9	3	7	9	13	13	13	12	13	17	16	15	18	17	17	16	16	17	12	11	13	9	9	8	-1	-1	13	-37	
SWAN VALLEY	6	7	6	6	7	6	6	6	7	3	2	2													0	-6	5	-100	
WESTMAN			2	9	7	1	1	1	2																0	0	3	-100	
WHEATBELT							6	6	1	1															0	0	4	-100	
GRAVELBOURG			6	6	6	7	6																		0	0	6	-100	
Alberta Zone	185	184	166	149	148	167	158	163	157	154	147	144	138	132	130	130	114	117	119	124	119	109	136	123	-13	-62	142	-14	
CU NIWI	72	63	55	60	66	56	63	63	55	65	65	61	59	59	59	58	53	53	46	51	46	38	44	47	3	-25	57	-17	
EDMONTON	66	82	76	69	49	67	52	58	59	55	39	53	51	53	47	45	39	41	40	47	44	40	60	43	-17	-23	53	-19	
GRANDE PRAIRIE	7	11	7	3	7	10	16	13	11	12	14	4	4	4	6	7	6	7	5	6	4	5	10	4	-6	-3	8	-48	
CENTRAL ALBERTA						10	9	11	12	10	10	10	17	12	13	20	16	16	28	20	19	22	19	21	2	21	16	35	
LETHBRIDGE																													0
Southern Alberta																													0
COLD LAKE	40	28	28	17	26	24	18	18	20	12	16	15	6	4	5						6	4	3		-3	0	4	-100	
EDMONTON																										0	-40	18	-100
Pacific Zone	115	142	133	136	133	129	125	150	150	146	145	163	173	171	157	152	152	133	142	144	141	127	113	101	-12	-14	141	-28	
ASTRA	5				2	20	9	7	11	10	8	9	8	15	13	13	11	8	10	10	9	9	7	4	-3	-1	9	-58	
ALBERNI	11	12	9	11	14	15	13	18	13	17	14	20	20	15	12	0	1	7	10	11	12	8	13	11	-2	0	12	-8	
VANCOUVER	81	105	112	116	109	86	79	83	79	80	86	94	88	80	79	74	78	50	52	58	53	47	47	46	-1	-35	78	-41	
CANADIAN ROCKIES SC							5	15	23	17	14	20	31	37	36	41	39	40	44	30	28	31	27	31	4	31	28	10	
PEMBERTON							9	10	12	11	8	9	11	8	7	8	6	8	9	9	9	21	24	7	2	-5	2	10	-80
SILVERSTAR								8	11	10	14	11	12	13	10	16	17	20	17	26	18	8	5	5	0	5	13	-62	
Western Area S S																													-56
BUKLEY VALLEY	17	25	12	9	8	8	7	5	1	1	1		3	3											0	-17	8	-100	
ROCKY MOUNTAIN							3	4																		0	0	4	-100
WINNIPEG, B.THERMAL	1																								0	-1	1	-100	
AIR CADET LEAGUE													12	14	5	2	24	26	43						0	0	18	-100	
NON CLUB MEMBERS	4	8	13	6	16	9	19	27	22	27	27	27	26	22	20	24	31	31	6	12	18	0	4	5	1	1	17	-70	
TOTAL	1334	1364	1279	1249	1218	1258	1230	1294	1290	1297	1264	1322	1272	1219	1121	1094	1096	1140	1081	1021	1046	973	1077	991	-86	-343	1202	-18	