



2016/2

free flight fibre





Stieber

Michael and Tom Stieber in Bitterwasser, Namibia with their rented Arcus E (electric)



Martin Brassard

Ed Hollestelle Jr, A2, HP-18 at 2015 Ontario Provincials

free flight

vol libre



The journal of the Soaring Association of Canada
Le journal de l'Association Canadienne de Vol à Voile

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From the Editor	4	◆ <i>Doug Scott</i>
New SAC Web Editor	6	◆ <i>Selena Phillips-Boyle</i>
A New SAC Director	7	◆ <i>Jordan Lewis</i>
Another New SAC Director	8	◆ <i>Bruce Friesen</i>
Junior Worlds/Junior de Vol à Voile 2015	9	◆ <i>Emmanuel Cadieux</i>
President's Report	13	◆ <i>Sylvain Bourque</i>
Board of Directors for 2016	15	◆ <i>2016 BOD</i>
Introduction to Bitterwasser	17	◆ <i>Joerg Stieber</i>
An African Adventure & The 1000 km Triangle	18	◆ <i>Tom Stieber & Joerg Stieber</i>
Interview With Col. Chris Hadfield	25	◆ <i>David Donaldson, SAC Safety Officer</i>
Minutes – 2016 SAC AGM	28	◆ <i>Jay Allardyce</i>



Cover Photo. Start of Launch at SOSA.
Photo © Martin Brassard

DEPARTMENTS

29	Club Reports —	What's happening across the country
35	FAI badges & records	
36	Miscellany —	Late Breaking News

From the Editor freeflight 2016/2

Welcome to the Spring edition of freeflight. Bill and I hope you enjoy the content and will be entertained and perhaps learn from some of it. Never pass up opportunities to tell others about our sport and always be on the lookout for new members. Consider leaving the magazine on your coffee table at home, or on your desk at the office. It may prompt someone to ask about it, leading to you take them to the club for an intro ride, which could turn into them becoming a new club member. Please tell me in advance if you would like a copy of the magazine sent to a likely candidate or local official, such as a mayor or council member.

Full colour has been added to several more pages, so we can devote more space to presenting your photographs in an attractive and appealing manner. We plan to add colour photos to the inside of both the front and back covers, and also to the four pages in the centre of the magazine.

Send photos or links to them to: Bill Cole billcole.eeb@gmail.com

Here is a reprint of what Bill said on page 2 of issue 2016/1.

A word on photos. *Photoshop can be used to fix minor issues with a good photo but a low resolution, over exposed or out of focus photo is never going to look great. Take lots of pictures and keep the best ones. Uncompressed tiff format is best while jpg or png are OK if the file is large. Images on computer screens only show resolution of 72-100 pixels per inch so an image may look OK on your phone or computer but when printed it looks grainy. For print, 300 pixels per inch or higher is best. A single column, two column or front cover image should be ~933, 1915, and 3051 pixels wide respectively. File sizes will vary depending of the shape of the image but the single, double and cover images are going to be in the order of 4, 9 and 16 Megabytes (MB). When you are sending multiple photos for possible publication they don't need to be very big (680-800 pixels is fine). When we have finalized which images we would like to use then we need the higher resolution version. Often email attachments are limited to 25 MB so the best way to submit multiple high-resolution images is via some online file share site like Google drive, Drop box, iCloud or via email one at a time.*

This issue has extra colour as a "pilot project", pun intended. Photos can enhance the stories, and it would be interesting, we think, to have small colour pictures of each pilot going solo or claiming a badge, with their glider and instructor if applicable, similar to what the SSA magazine does. In order to continue with the colour centrespread, we need to have the SAC Board approve an additional cost, which is probably about 50 cents per member per year. Please post your comments on the SAC website Discussion Forum, subject *freeflight* colour pages. If we don't get enough positive response to convince the BOD, you don't get the colour centrespread.

Selena Phillips-Boyle, our new SAC Website Editor speaks of her role on page 6.

I am sure that we are all looking forward to having the website kept current and vibrant. Selena will also use the benefits of Social Media and networking to help us stay in touch with each other and to reach out to new potential members.

On pages 7 and 8, we learn about Jordan Lewis and Bruce Friesen, two new Western SAC Directors. Both are motorcyclists, as is Stephen Szikora, Southern Ontario Zone, Eric Gillespie, Stephen's predecessor, as was I, Eric's predecessor. Motorcycle riding is fraught with peril, to survive one must be defensive and alert, and Jordan hopes to bring the safety culture from that environment to ours. Jordan's story of learning to fly echoes the benefits to learning of applying yourself in a committed fashion that Pavan Kumar spoke of in the last issue. Bruce tells us about his journey from a childhood modeler to his present Carpe Diem for "The Long Flight." I have been flying for 42 years, and Bruce gives a better description of what we do than I have ever heard: "Playing a game of chess with the sky." Last week, the top cleric in Saudi Arabia declared chess to be "A waste of time and money, .. like alcohol and gambling." I agree, but, as with alcohol and gambling, I still find it fun. Gliding, that is, not chess. Chess is a waste of time.



SOARING ASSOCIATION of CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The association is a member of the Aero Club of Canada (ACC), the Canadian national organization representing Canada at the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of the national aero clubs. The ACC delegates to SAC the supervision of FAI-related soaring activities such as competition sanctions, processing FAI badge and record claims, and the selection of Canadian team pilots for world soaring championships.

free flight is the official journal of SAC, published quarterly.

Material published in *free flight* is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. Individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest.

Send e-mail contributions as an attachment in Word or a text file. Text is subject to editing to fit the space available and the quality standards of the magazine. Send photos as unmodified hi-resolution .jpg or .tif files.

free flight also serves as a forum for opinion on soaring matters and will publish letters to the editor as space permits. Publication of ideas and opinion in *free flight* does not imply endorsement by SAC. Correspondents who wish formal action on their concerns should communicate with their Zone Director.

Material from *free flight* may be reprinted without prior permission, but SAC requests that both the magazine and the author be given acknowledgement.

For change of address contact the SAC office at sac@sac.ca. Copies in .pdf format are free from the SAC website, www.sac.ca

Note New Address April 30, 2016.

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September, December

ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée d'enthousiastes et vouée à l'essor de cette activité sous toutes ses formes, sur le plan national et international. L'association est membre de l'Aéro-Club du Canada (ACC), qui représente le Canada au sein de la Fédération Aéronautique Internationale (FAI), laquelle est responsable des sports aériens à l'échelle mondiale et formée des aéroclubs nationaux. L'ACC a confié à l'ACVV la supervision des activités vélivoles aux normes de la FAI, telles les tentatives de record, la sanction des compétitions, la délivrance des insignes, et la sélection des membres de l'équipe nationale aux compétitions mondiales.

free flight est le journal officiel de l'ACVV publié trimestriellement.

Les articles publiés dans *free flight* proviennent d'individus ou de groupes de vélivoles bienveillants. Tous sont invités à participer à la réalisation du magazine, soit par des reportages, des échanges d'idées, des nouvelles des clubs, des photos pertinentes, etc.

L'idéal est de soumettre ces articles par courrier électronique, bien que d'autres moyens soient acceptés. Ils seront publiés selon l'espace disponible, leur intérêt et leur respect des normes de qualité du magazine. Des photos, des fichiers .jpg ou .tif haute définition et niveaux de gris peuvent servir d'illustrations.

free flight sert aussi de forum et on y publiera les lettres des lecteurs selon l'espace disponible. Leur contenu ne saurait engager la responsabilité du magazine, ni celle de l'association. Toute personne qui désire faire des représentations sur un sujet précis auprès de l'ACVV devra s'adresser au directeur régional.

Les articles de *free flight* peuvent être reproduits librement, mais le nom du magazine et celui de l'auteur doivent être mentionnés.

Pour un changement d'adresse, communiquez par sac@sac.ca. La revue est disponible gratuitement, en format "pdf" au www.sac.ca.

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mars, juin
septembre, décembre

On page 9 Emmanuel Cadieux writes about his two trips to the Junior Worlds, wonderful experiences for someone who was only 22 in Poland and 25 in Australia. The Soaring Association of Canada now commits some of our annual membership dues to support people such as Emmanuel. We have to believe that Canada now has a larger presence in World competitions, and that Emmanuel and those who follow him will be inspirational, not just to our younger pilots, but to all of us in stretching our goals and limits.

SAC AGM Minutes and Director Reports – pages 12 - 16

Page 17 takes us to Bitterwasser, Namibia, with Tom, Michael and Joerg Stieber. This is a magical place with amazing conditions and state-of-the-art self-launching gliders. When I asked Joerg why I had never heard of it nor seen it advertised, he wrote back: "*They don't need to advertise. Everyone who is qualified to fly there, knows about the place.*" I guess it is obvious why I was never told about it.

David Donaldson has more safety related thoughts for us on page 26. This time Dave interviews Chris Hadfield about his attitude towards safety. Chris describes a glider launch as a "*visceral...magical...weird thing*" that "*puts you into a place you can't otherwise be.*" Additional Safety information can be found on the SAC website under <http://www.sac.ca/website/index.php/en/news-blogs/flight-training-safety> where there is an explanation of OSTIV and our role within it. The Organisation Scientifique et Technique Internationale de Vol à Voile (OSTIV) is the international organisation for scientific exchange in the world gliding community. It has three Panels: the Meteorological Panel, Sailplane Development Panel (SDP), and the Training and Safety Panel (TSP).

Club Reports begin on page 29. They are abbreviated Club Reports, the full versions are available on the SAC website under <http://www.sac.ca/website/index.php/en/documents/> As you read these reports, look for what the writers talk most about, and see if you can apply those feelings, thoughts, initiatives and results to your club. I keep seeing things like: "*planning, FLARM, OLC, cross-country, student, solo, safe, happy, fun, vibrant, energy, dynamism, work, financially stable, welcoming environment, we thank SAC for all the good work it is doing to support our sport, the safety grants, student bursaries, the safety committee work and other initiatives are gratefully acknowledged, grateful to SAC's Safety Initiative, enjoying what we do, scheduled intros, promote cross-country flying and keep their licensed pilot group happy, wasted effort, dedicated members have made these huge leaps possible, improving instruction efficiency and club infrastructure, the diversity of our membership coming together with a common interest, thanks to everyone who came out and helped or participated.*"

Simulator training and its benefits were noted by Pavan Kumar in the last issue. Dan Cook, Chair of FTSC says: "*FTSC supports use of simulation for training. My findings are that you can reduce the hours required for initial training by about 50%. We encourage all clubs to use simulators and have offered to mentor anyone wanting to start their training on condor. I wrote an article in FF about it - Simulator In a Box. freeflight 2012/3 p. 16. We used the forum to discuss it but club interest seemed low for discussion although many are equipping. The Sim is only as good as the instructor dedicated to use it properly. I advocate every student do their lesson first in the Sim then the real glider.*" Scott Manley has written several articles about simulators in Soaring Magazine, and they are available at his website, gliderCFI.com under "Condor" on the navigation menu.

I would like to print an article on simulator training in a future issue, and I know I can get input from John Toles in Saskatoon, Paul Moggach at York Soaring, and Rusmir Mujic from Toronto Soaring. If any others wish to share your thoughts on sim training, we want to gather as much information as possible. The best place for input and discussion is to use Selena's newly created services. <http://bit.ly/1UJjPtv> ❖

New SAC web editor

Selena Phillips-Boyle



Tala Strauss

In a cross-generational organization such as ours, it is important to maintain effective and accurate communication across a variety of web media, including our website, social media, and the SAC forum. I have been brought on by the SAC board to maintain the Soaring Association's public web presence, through the website and on social media. I will be responsible for maintaining accurate static content and documents on our website, managing fresh and current content in our News and Blogs section, and expanding our presence on social media.

I will be working to maintain original and timely content on the website and will also be using the website to post important documents and event information to our membership. My goal is that the website will become a place that members regularly visit to get up-to-date information about our gliding community, and to prevent it from stagnating into just a resource for people not yet involved in the gliding scene in Canada. My main focus will be on the News and Blogs section of the website. The purpose of this section is to share pertinent and time-sensitive information with the soaring community across Canada. This content will complement our *freeflight magazine*, which will remain focused on publishing bigger stories, pictures, and reports. During the lead-up to the Canadian gliding season (March-April), content will aim to generate excitement and also focus on a range of flight safety topics. During our gliding season (May-October), content will be focused on individual and club stories, reports on current events, and information about workshops, flying weeks, and contests. Finally, during our off-season (November-February), content will be focused on winter flying, and worldwide events and contests. I invite members and clubs to send me their stories and photographs. If you would like to make a submission, but are unsure what to write about, feel free to contact me directly

for ideas using the address at the end of this article. The News and Blogs section has news and articles from the SAC Board and the Flight Safety Team. I have asked them to submit short monthly stories and updates about current SAC initiatives, new ideas for our community, and topics pertaining to flight safety. These submissions will inform our membership about current projects, bring increased value to our board positions, and spark nationwide discussion. Content from SAC clubs rounds out the News and Blogs section. If your club has an individual or team responsible for maintaining your own web presence, I invite them to get in touch with me directly so that we can work together to post appropriate content. If your club has a blog, please connect it to the SAC website's RSS feed. If you or your club are on Twitter, you can add the #can glide hashtag to your tweet to automatically bring new content into this section.

I will also be maintaining the other sections of our website. I am currently auditing the website to ensure the accuracy of information and links. I will be regularly adding new documents and *freeflight* issues. Together with the SAC Board, we are working on having the static content of the website translated into French. Finally, the Events section will be a place where we can have a nationwide view of club activities; if your club is hosting a workshop, fly-in, mid-week flying week, contest, Women In Aviation event, or anything else that you think is relevant for the nationwide SAC community, please send it my way.

The secondary component of my role as Web Editor is to increase our presence on social media. For the moment our social media presence will be executed through Twitter. However, in the future SAC is hoping to expand to a Facebook presence and a regular e-newsletter. Through our social media channels, the goal is to both increase communication internally (within our current membership and soaring clubs) and externally (with gliding clubs worldwide, international gliding bodies, international contests, and other aviation entities like airports, museums, aircraft manufacturers, airlines, and Women In Aviation).

Through the effective use of social media, we may also be able to attract new members to grow our numbers. In today's digital age, maintaining an active and relevant web presence is important to the success of any organization. However, the goal of maintaining our web content cannot be accomplished without the active participation of club members, the directors of soaring clubs, and our SAC board. I look forward to receiving your submissions of content! I hope the website will continue to be a place for nationwide exchange of information, ideas, initiatives, and energy.

Selena Phillips-Boyle has been involved in the gliding community for over 11 years. She has been a member at both the Edmonton Gliding Club and the SOSA Gliding Club, as well as being heavily involved in the Air Cadet Gliding Program. You can send Selena web content or make suggestions to: webeditor@sac.ca or connect with the Soaring Association of Canada on Twitter @can glide. Happy digital perusing!



A New SAC Director



Jordan Lewis, Alberta Zone Director.
Cu Nim

Jordan took his first glider flight at SOSA in 1995, a birthday gift from his aunt that would cement a love of flying. We should never forget that a great, positive experience for an intro ride can result in an eager new club member. He later joined the Air Cadet Program and moved west to the mountains. A few years after that, Jordan found the Cu Nim Gliding Club where he shares his passion for learning. He is excited to further develop his skill set and knowledge base in the realm of wave and XC soaring. Jordan has been a professional motorcycle instructor for 10 years and hopes to share that safety culture while serving on the SAC Board, and he looks forward to meeting people from other clubs.

2015 was a big year for me, lots of firsts, lots of new stuff, lots of learning surrounded by fantastic people in the soaring community. I have been around aviation since I was 7 or 8 years old, starting with model rockets. Like many of us, I had dreams of being a pilot, flying F-18s in the military or maybe becoming an astronaut. Moving around a lot, I never got that chance. I was given a glider flight for my birthday when I was 10 years old. That flight solidified the passion for aviation yet it wouldn't be for 15 years that I was able to follow up on that dream. Finding CuNim Gliding Club just outside of Calgary raised the level of accessibility to aviation for me. It took a long time to get in the flights and hours to make real progress yet in 2015 I put everything second to getting my license and pursuing the dream of being a pilot. I put in over 50 flights, soloing in the beautiful DG-1000 and flying the ASK-21 from the backseat. My goal for the season was to fly the club single seater, the sleek DG-303.

I would come to the field early most mornings and just admire it in the hangar or on the flight line or coming in on final, dreaming of one day actually being able to strap into it and go flying with that beautiful machine. That dream became a reality at the summertime Cowley camp when I got the green light to try it out for the first time. That single flight, my first flight in a single seater felt like such a huge milestone. An "I have arrived" moment. This provided even more motivation to fly as much as I could, accomplish as many goals as I could, and check as many boxes as possible before the snow flew. A few more flights in August and September gave me the confidence and the skills to try my license check flight at the fall Cowley camp. Phil Stade and I took the DG 1000 west towards the mountain wave, with me, palms sweating, heart rate elevated, running through the list of things to do on that one flight. About 15 seconds after release we were in 15 to 20 knots of sink and heading east with our tails between our legs, looking at land out fields and scraping to get back to the airfield. We made it back to the field with circuit height, and not much more, and landed. A few quick deep breaths and were lined up to do it all over again, and this time we connected, and in 10 or 15 minutes were at 15,000 ft. practicing spins in 10 to 12 knots of lift. Two full rotations for a total loss of height less than 100 feet! When it was time to finally come back down, I was so nervous to hear Phil say if I passed or not.

When he told me that I had, that moment solidified the dream I had held for over 20 years. To be a pilot. A little bit of paperwork and it was official. I was indeed a pilot at last. So with that, I wanted to be able to give back to community that has been so supportive and encouraging to me in providing the motivation and means to accomplish my personal goals. I hope to bring to this position the energy and passion that has been demonstrated by my local club and share that with the rest of the province and the nation. I'm excited about the years to come, learning and growing in this magnificent sport. ❖



Lewis

Another New SAC Director

A Love of the Sky, or A Wife,
A Home Girl, a Mistress and
A Travelling Girl

**Bruce Friesen, Pacific Zone Director,
Edmonton Soaring Club**

As a child I was captivated by all things aeronautical. One of my earliest memories is of driving to the Winnipeg airport to pick up my grandfather, flying in on one of those new Viscounts. Wow! It's huge! We can see the tail over the roof of the terminal building. A bit of cardboard, scissors and paste and I could fly my Sopwith Camel and its pug nose with Billy Bishop on his famous dawn raid, or a distinctive square-nosed SE5a alongside James McCudden. I knew them all, planes and pilots alike. My first flight was on a Canadian Pacific Airlines Douglas DC-3 from Winnipeg to the The Pas, Manitoba, then off for a construction camp near Thompson in a Lamb Airways Cessna 180 on floats. My brother enjoyed that 180 flight less than me. The pilot picked a suitable lake, we landed, and my brother was sluiced off on the float. My grandfather lived to 99. To the last, when asked what he had learned in life, he was likely to say "Don't feed children ice cream before going flying."

My friends and I formed the Observers Club of Aircraft, documenting every aircraft we saw. Hanging around the Esso shack at Winnipeg airport, listening to our primitive air band receiver, we would shout "That's a Learjet", and the Esso truck would be pulling up to the aircraft on the ramp while the Shell guys were still playing poker. It was unthinkable to let your buddy scoop you and claim a new registration that you missed. Christmas Day, minus 40, the wind howling and the snow blowing as only in Winnipeg, the presents already open and a pause of a few hours before Christmas dinner – off to the airport! Yet, after all that and more, I never pursued a power license. Noise and vibration and odour? Who knows why not. Then one summer, while working in Camrose, Alberta, my route to Edmonton took me past Cooking Lake.

There in the sky was a glider. I turned in, hung around for a while enjoying the sights and sounds, and finally took a flight with the Edmonton Soaring Club. The glider climbed! There we were, circling, the needle on the variometer in the upper arc and the altimeter winding up. I was hooked. Hook, line and sinker. Life intervened, of course. I completed my civil engineering degree then headed out around the world by motorcycle. As fate would have it, I met Joanne, the lovely lady who still graces my life 45 years later, in January of my final year of Engineering. When my friend's bike had engine trouble in Israel, he carried on to Kenya, but I went home to get married. After a couple of years invested in a Masters degree, the wanderlust unquenched, Joanne and I picked up our brand new BMW motorcycle in London, England, in June 1974 and headed east.



Far too many stories to tell here. Suffice to say we got "stuck" in Perth, Australia, for what turned out to be six years. During that time I was aware of the local soaring opportunities, but with job and a new family and extensions to the house, flying was never near the top of the priorities. In 1980, for family reasons, we (and the Beemer) returned to Canada, me to work with Syncrude in Edmonton. I tracked down the Edmonton Soaring Club, by then relocated to Chipman, in 1983. In 1984, with ten hours solo, I purchased my Scarlet Lady, my Schempp-Hirth Standard Austria S. Sitting in her at the end of the runway, I waited for the afternoon wind to die and the club CFI to endorse a first flight. We never looked back, the Scarlet Lady and I, and we have been playing a game of chess with the sky ever since. Of course, there were entire seasons when work intruded, and a gap of eight years while I rebuilt her after a crash. Syncrude moved us to Fort McMurray in 1986, so for most of my soaring career I have been a long distance commuter. Three hours fifty two minutes door to door, but who's counting.

After retirement to the left coast, in 2007, I wanted to try a variety of soaring sites and soaring conditions. It seemed prudent to be "normal", so I bought a Discus to be my travelling girl. The Austria is still my home girl, and my mistress. It is fun to realize my two gliders came out of the same factory, built to the same racing class, thirty years apart. My passion remains the long flight, the analytical adventure of seizing the entire day, using what the elements provide to the maximum, to the best of one's ability.

The neatest part of this new role as Pacific Zone Director will be the impetus it provides to visit all the soaring sites in the Zone, meet great soaring people and explore the interesting and challenging soaring conditions on this side of the country. With luck, I will be able to make myself helpful to those folks and useful to SAC. ❖



Bruce Friesen

Bruce in his Discus

2015 Junior Worlds Gliding Championship

Emmanuel Cadieux MSC

I started to fly contests in 2011, and at the Canadian Nationals at SOSA I met Chris Gough and Selena Boyle, two pilots who had flown in the Junior Worlds Gliding Championships (JWGC). Chris flew the Junior Worlds in 2009 in Finland. When I met Selena, she was in her last minute preparations for the 2011 Junior Worlds in Germany. Seeing those young pilots flying World contests inspired me to fly at the 2013 Junior Worlds in Poland. I had an incredible experience in Leszno with a Standard Cirrus in Club class. Flying contests is the fastest way to learn and gain experience as a cross country pilot. They are also great social events where you can share and learn with dozens of experienced pilots. Almost everyone is ready to help and support each other. When I came back from the JWGC in Poland, I was already thinking two and a half years ahead for the 2015 JWGC in Australia. I started saving money as I expected the trip to be more expensive than it had been in Poland. In fact, as I was planning so far ahead, I managed to find some pretty good deals and reduce some expenses. For example, I secured a Cirrus over a year before the contest, including a car and trailer, using contacts that I had made in Poland. I also decided a good way to get ready would be to fly in the Australian Nationals before actually flying the Junior Worlds. In addition, I would gain some confidence flying the Cirrus in Australian conditions. The Australian Nationals were held in Lake Keepit during the month of November and ended just before the start of the practice days of the Junior Worlds. Since the two sites were not too far away from each other, it was expecting similar flying conditions. What a great way to get ready for the JWGC !

My soaring trip in Australia consisted of about one week of preparation/training prior to the Australian Nationals in Lake Keepit, the Nationals themselves, a few days rest, a week of practice before the JWGC and the 12 big contest days. My sister, Gabrielle was in Lake Keepit to crew, and my dad Robert was with me at the JWGC. It paid off to get to Lake Keepit a week early. I used that time to settle in, get over the jet lag and after a few days, I started flying and discovering the area around the club. Training days are also a good time to have a few landouts and get one's crew well prepared before the start of the contest. Four of the six Australian junior pilots were also flying the Lake Keepit contest to get a last shot at team flying before the JWGC. Since team flying is banned in a National contest, they were flying "Hors Concours", meaning they did the tasks but were not in the contest. It was nice meeting them as well as their coaches and one New Zealand coach. I could sometimes get some nice tricks and comments out of them as they seemed to

Championnats du Monde Junior de Vol à Voile 2015

Emmanuel Cadieux - CVVM

J'ai commencé à faire des compétitions de planeur en 2011. C'est aux championnats canadiens à SOSA (Toronto) que j'ai rencontré Chris Gough et Selena Boyle, deux pilotes qui ont comme moi participé aux championnats du monde junior de vol à voile (JWGC). Chris a participé aux JWGC 2009 en Finlande. Lorsque je l'ai rencontrée, Selena était dans ses préparatifs de dernière minute pour les JWGC 2011 en Allemagne. J'ai été inspiré par ces deux jeunes pilotes qui participaient à des compétitions au niveau mondial et j'ai décidé de prendre les mesures nécessaires pour participer aux JWGC 2013 en Pologne. J'ai ainsi eu une expérience extraordinaire à Leszno à l'été 2013 en volant dans la classe club avec un Standard Cirrus. Voler en compétition est la façon la plus rapide d'apprendre et d'acquérir de l'expérience en vol voyage. Les compétitions sont également des moments de réunion où l'on peut partager et échanger avec plusieurs pilotes très expérimentés. Lorsque je suis revenu de Pologne après les JWGC, mes pensées étaient déjà tournées deux ans et demi en avant et j'évaluais la possibilité de participer aux JWGC 2015 en Australie. J'ai commencé à économiser mon argent puisque je m'attendais à ce que les dépenses soient plus élevées qu'elles ne l'avaient été en Pologne. En me préparant ainsi longtemps d'avance, j'ai réussi à trouver quelques bonnes opportunités de réduire les coûts. Par exemple, j'ai trouvé un Cirrus avec sa remorque et une voiture plus d'un an d'avance grâce à des contacts que j'avais fait en Pologne. Afin de bien me préparer à cette compétition, j'ai décidé d'arriver presque un mois d'avance et de participer aux championnats nationaux d'Australie. Cela allait me permettre de prendre de la confiance et de l'expérience avec le planeur et également m'habituer aux conditions de vol différentes en Australie. Cette première compétition avait lieu au Lac Keepit durant le mois de novembre et prenait fin quelques jours seulement avant les premières journées de pratique des JWGC. Et comme les deux sites sont situés assez près l'un de l'autre, les conditions sont assez similaires. Voilà une excellente façon de se préparer pour les JWGC !

Mon périple de vol en Australie commence donc une semaine avant les nationaux australiens au Lac Keepit pour me donner une petite période d'adaptation et de pratique. Après cette première compétition je me suis pris quelques journées de repos, suivi de quelques journées de pratiques au site de Narromine avant d'entamer les 12 journées de compétition officielles des JWGC. Ma soeur Gabrielle était avec moi au Lac Keepit comme équipe au sol et mon père Robert m'a accompagné à Narromine pour les JWGC. En arrivant d'avance au Lac Keepit, j'ai pu prendre le temps de me reposer et me

like me and wanted me to perform well (as long as I didn't beat their pilots).

The first few days of the contest were a little rough for me as I was not used to flying as fast as required in the given conditions. I had a few landouts that ruined my contest, but I did learn a lot on how to fly in the Australian weather. We had a 380km triangle task on one day, so I declared my 300km goal flight for the diamond badge. On another day, I reached 13,600 ft. in a thermal. That was enough for my 3000m height gain and allowed me to claim my gold badge. On that particular day, I was above 13,000 ft. when I rounded the last turn point at exactly 100km from Lake Keepit. It was incredible to be within final glide of the airport. The ride back home at 80 knots in a Cirrus from such a distance was quite a thrill. I finished the contest with my best performance on the last day. The day was absolutely incredible with thermals completely off the scale and a task bringing us under a 9,500 ft. airspace. That might seem like a very high ceiling, but with thermals above 12,000 ft. it is hard to leave a +10 knots thermal without taking it to the top. In the end, this actually forced me to push harder to avoid busting the virtual ceiling. I finished 3rd that day, and received congratulations from several pilots that were impressed by my performance. I learned a lot about the Cirrus and about the weather in Australia during this contest. Most of all, I realized how penalizing it is to outland. I would make it a top priority during the JWGC to not land out.

After the Nationals, I decided to ferry fly the Cirrus to Narromine in preparation for the JWGC. This is the longest flight in a straight line I've done. Not excessively impressive, but a nice 263 km distance between the two clubs. To make this a little challenging, it was a blue day and I had 25 to 35 km/h headwinds all the way. I had a low save, as I did on a few occasions during my flying in Australia. Getting back into the game, and continuing the flight after thinking everything is over is a very special feeling. We had quite a lot of blue days for the practice week and the first days of the contest. Narromine isn't quite in the Australian desert, but it is a very dry place, so there will typically be cumulus a few days after it rained. If it hasn't rained in a while, as was the case, then you get a lot of blue. I decided to take a few days off from flying to get some rest. Several pilots, especially Europeans went for some badge flights during these practice days. The Czechs for example completed a few 750km tasks. I flew the last two official practice days to get into the mood. The day before the contest is always a rest day for everyone and we had the opening ceremony at a park in the town of Narromine. This was a well organized event to which people from the town had been invited and they assembled to wish us all a warm welcome and good luck.

The weather was fantastic for the contest and we managed to fly 10 days out of 12. One of the days off was an official rest day after 6 consecutive days of flying. Although the weather was good enough to allow 10 flying days, we had a large variety of conditions where some of those days were quite tricky. In World contests, team flying is allowed, and that has several advantages. Of

remettre du décalage horaire avant de commencer à voler. Les journées de pratiques sont également un bon moment pour "aller aux vaches" et rendre son équipe au sol à l'aise avec les manoeuvres de "dévachage". Quatre des six pilotes juniors australiens étaient présent au Lac Keepit pour pratiquer une dernière fois leurs tactiques de vol en équipe avant les JWGC. Comme le vol en équipe est interdit dans les compétitions nationales, ils volaient "Hors Concours". Ils pouvaient ainsi faire les mêmes circuits que tout le monde, mais leurs points n'étaient pas comptabilisés. J'ai bien apprécié les rencontrer, ainsi que leurs entraîneurs qui n'hésitaient pas à me donner quelques conseils. Ils semblaient m'apprécier et me souhaitaient de bien performer, à condition que je ne sois pas meilleur que leurs pilotes juniors.

Les premières journées de la compétition ont été plutôt difficiles pour moi, car je ne suis pas habitué de voler dans des conditions aussi fortes et de devoir pousser autant. J'ai eu quelques atterrissages "aux vaches" qui n'ont pas aidé mon pointage général de la compétition, mais j'ai appris beaucoup et j'ai pris des notes pour adapter mon pilotage aux conditions de l'Australie. Une journée, nous avions un circuit sur un triangle de 380 km, alors j'en ai profité et j'ai déclaré le vol pour mon 300km avec objectif pour l'insigne de diamant. Une autre journée, j'ai atteint 13 600 pieds en thermique. C'était suffisant pour déclarer mon gain de 3000m me permettant ainsi de compléter toutes les étapes pour l'insigne d'or. Cette même journée, j'étais au-dessus de 13 000 pieds quand j'ai tourné le dernier point de virage à exactement 100km du Lac Keepit. C'était incroyable d'être sur le plané final à 80 noeuds à une telle distance avec un Cirrus. Ma meilleure performance de la compétition a eu lieu lors du dernier jour. La journée était absolument incroyable, avec des thermiques très puissants et une limitation d'altitude à 9 500 pieds sous un espace aérien. Ça peut sembler haut dans nos standards canadiens, mais en Australie, lorsque les plafonds sont au-dessus de 12 000 pieds, c'est difficile de quitter un thermique de plus de 10 noeuds et je devais parfois pousser très fort, près de la Vne pour éviter de défoncer le plafond virtuel. J'ai fini la journée au 3e rang et reçu des félicitations de plusieurs pilotes locaux qui étaient impressionnés par ma performance. J'ai progressé sur le Cirrus et j'ai appris beaucoup sur les conditions de vol en Australie durant cette première compétition. J'ai également réalisé une fois de plus à quel point il est pénalisant de se "vacher" pendant une compétition et j'allais mettre en haut de mes priorités pour les JWGC d'éviter cela à tout prix.

Suite aux Nationaux, j'ai tenté un vol en ligne droite avec le Cirrus entre le Lac Keepit et Narromine. C'est le plus long vol de ce genre que j'ai fait. La distance de 263 km entre les deux clubs n'est pas excessivement impressionnante, mais c'est tout de même un bon défi. Pour rajouter un peu de difficulté à ce défi, les conditions étaient en bleu avec un vent de face de 25 à 35 km/h. J'ai eu un bon point bas durant ce vol, un parmi plusieurs au cours de mes vols en Australie. Remonter après un point bas quand on pense que tout est terminé crée réellement toute une gamme d'émotions. Nous avons eu plusieurs journées en bleu durant la semaine de pratique et les premiers jours des JWGC. Narromine ne se trouve

course, people don't simply fly together for the first time and improve their performance. The team has to work hard on some tactics and good communication in order to achieve positive results. It was very impressive to see some of those teams working together, in close formation one moment, spreading apart and trying different thermals at another time, while relaying information to each other.

Flying on my own also had a few advantages. For example, being able to sneak into a group of gliders, and make my own decisions at moments when I thought something else might work better. The scores of the contest were very close overall, with very few landouts apart from one massive landout day. On that particular day, we had winds up to 70 km/h. On a few occasions, turning into the wind, I was doing almost 0 km/h of ground speed in slightly rising air. These conditions were particularly difficult but the day improved all of a sudden giving us some huge climbs all the way up to 11 000 ft. I had a lot of fun during the short period of the day that gave us incredible conditions. On the downwind leg, I would push almost to VNE in between thermals and achieved ground speeds close to 300km/h with the mighty Cirrus. This is on the same day that I had previously made 0/km/h into wind. I took the start a few minutes too late, and even though I was actually catching up on the front gaggle that was marking all the thermals for me, I didn't connect in the last good thermal before a front suddenly shot down the day. Those in front managed to get about 50-80km of a glide more. Several pilots landed out only a few km short of Narromine and Boyd Willat, one of the American pilots, was the only one that made it back to the club.

This brought us to the last contest day, with a close race for the first position of Club class between Tom Arcscott, a British pilot and Philipp Schulz, a German pilot. It was a tricky day in blue, with height of usable lift lower than usual for Australian conditions. This maybe gave the advantage to the British pilots flying in a team of 2. They showed some splendid tactics as they sneaked out of the gaggle in the first turn area without their German rivals noticing. They caught the gaggle on the second leg and from there they only had to follow the group to the finish to get the better score. The scores were out soon after everyone had landed and the British proudly organized a parade across the airfield with car horns and British flags. They really did a good job at flying consistently through the whole contest. In Standard class, the Aussie pilot, Matthew Scutter took the first step on the podium, making the Australian team very proud to have a winning pilot on their own soil or should I say, in their sky.

My experience at the JWGC has been very rich, as much on a personal point of view as on a pilot's point of view. I feel like I have learned a fair bit, but most of all I had an incredible time flying in the company of the best junior pilots in the world in a variety of conditions. I achieved my 500km declared flight towards the diamond badge on Day 7, also known as "The Day Club Class flew a 500km Triangle." Most impressively, everyone achieved this feat at average speeds above 100 km/h in Club class gliders!

pas encore tout à fait dans le désert, mais c'est un endroit très sec, alors il va typiquement y avoir des cumulus pour quelques jours suivant des averses. Lorsque la pluie n'est pas tombée depuis un certain temps comme c'était le cas, il y a beaucoup de journées bleues. Durant la semaine de pratique j'ai décidé de prendre quelques journées de congé et de repos. Plusieurs pilotes européens en ont profité pour réaliser des épreuves FAI. Les tchèques par exemple ont complété quelques triangles de 750km. J'ai volé les deux dernières journées de pratique pour me remettre un peu dans l'ambiance. La veille d'une compétition est toujours une journée de repos pour tout le monde et la cérémonie d'ouverture a eu lieu dans un parc au centre de la ville de Narromine. C'était un événement bien préparé par les organisateurs et les gens de la communauté locale se sont déplacés en grand nombre pour venir nous souhaiter la bienvenue et bonne chance.

Nous avons été très chanceux du point de vue des journées de vol durant la compétition. Nous avons réussi à voler 10 jours sur 12 et une des journées à été déclarée journée de repos suite à 6 jours de vol consécutifs. Nous avons eu droit à toute une variété de conditions différentes augmentant ainsi la difficulté de la compétition. En championnat du monde, le vol en équipe est permis et cela peut procurer un bon avantage aux équipes qui exploitent bien ce type de travail d'équipe. On n'atteint pas des performances positives en équipe du jour au lendemain, il faut travailler certaines tactiques et développer une bonne communication entre les membres de l'équipe. C'était assez impressionnant de voir travailler certaines équipes, volant en formation rapprochée par moments et s'étalant pour couvrir plus de terrain à d'autres moments tout en s'échangeant les informations pertinentes.

D'un autre côté, voler seul peut aussi avoir ses avantages. Par exemple, il est plus facile de se faufiler à travers un groupe de planeurs et je peux prendre mes propres décisions rapidement et changer de plan lorsque je ne suis pas d'accord avec les décisions du groupe. Le pointage final de la compétition a été assez serré avec très peu de "vaches" à l'exception d'une journée où 32 planeurs sur 33 se sont "vachés". Cette journée-là, les vents étaient de 70 km/h. À l'occasion, contre le vent je faisais près de 0 km/h de vitesse sol dans de l'air légèrement ascendant. C'était des conditions particulièrement difficiles dans la turbulence à bas niveau avant que la journée se transforme complètement, permettant de monter jusqu'à 11 000 pieds dans de puissants thermiques. J'ai eu beaucoup de plaisir pendant la courte période de la journée où les conditions étaient vraiment à leurs meilleures. Sur la portion du circuit avec le vent dans le dos j'atteignais des vitesses près de 300km/h alors que je poussais près de la Vne entre les thermiques. J'ai pris le départ quelques minutes trop tard derrière les autres, car même si je les rattrapais un peu d'une ascendance à l'autre, je suis arrivé trop bas et trop tard dans la dernière bonne ascendance avant que les conditions ne se détériorent. Les planeurs en avant ont pu bénéficier d'un 50 à 80 km supplémentaire en rapprochement de Narromine alors que j'ai fait de mon mieux pour combattre le vent dans des conditions de moins en moins

The Soaring Association of Canada (SAC) has been very supportive to encourage and help junior pilots to fly in the last 4 Junior Worlds. By doing so, Canada is starting to make a habit of sending pilots abroad and our presence seemed to have been nicely received by other countries. SAC has been providing financial help to the extent of \$10 per SAC member. This amount was very helpful for me both in Poland and in Australia. I am very grateful to SAC and to everyone that put their trust in me and encouraged me to push forward to fly at the Junior Worlds. I hope I can bring my input to the development of the next generation of junior pilots and who knows, maybe serve as a coach and team captain during the next edition that will be held in Lithuania during summer 2017. ❖

Emmanuel's blog <https://emmanuelcadieuxjwgc2015.wordpress.com/>



Cadieux

bonnes sous un front qui rentrait en plein dans l'axe d'arrivée. Cette journée-là, quelques pilotes ont réussi à se rapprocher à quelques kilomètres seulement de Narrorromine et le seul à se rendre jusqu'à l'aéroport a été l'américain Boyd Willat.

Au matin de la dernière journée de compétition, la lutte était encore chaude pour la première position de la classe club entre le britannique Tom Arscott et l'allemand Philipp Schulz. C'était une journée difficile en bleu avec des ascendances pas toujours constantes et un plafond beaucoup plus bas que les conditions habituelles de l'Australie. Peut-être que cela a donné un avantage aux britanniques qui volaient en équipe de deux. Ils ont fait preuve de brillantes tactiques en se faufilant à l'écart d'un grand groupe de planeurs sans que leurs rivaux allemands ne s'en rendent compte. Ils ont étiré la distance dans le premier secteur de virage et ont réussi à rattraper le groupe en chemin vers le deuxième secteur. À partir de là, ils n'avaient qu'à suivre le groupe jusqu'à l'arrivée pour remporter le plus de points. Les résultats sont sortis rapidement après que tout le monde se soit posé et les anglais ont organisé un défilé de voitures à l'entour de l'aéroport, klaxons et drapeaux anglais battant au vent pour démontrer leur joie. Leurs excellents résultats (première et troisième position) sont le reflet d'une constance dans leurs vols, puisqu'ils ont marqué des points importants tous les jours. En classe standard, c'est l'excellent pilote Matthew Scutter qui a pris la première marche du podium. Nul besoin de mentionner la fierté éprouvée par l'équipe australienne pour cette victoire à domicile.

Mon expérience aux JWGC a été très riche autant d'un point de vue personnel que dans ma progression comme pilote. J'ai appris beaucoup et surtout, je me suis amusé en compagnie des meilleurs pilotes juniors du monde. J'ai complété mon 500km pour l'insigne de diamant à la journée 7 qui restera célèbre parmi les pilotes juniors comme étant la journée où la classe club a fait un triangle de 500km. Encore plus impressionnant, ceci a été accompli par tous les pilotes avec des vitesses supérieures à 100km/h. Vraiment incroyable !

L'association canadienne de vol à voile (ACVV) a très bien soutenu les pilotes juniors qui ont participé aux 4 dernières éditions des JWGC. Nous commençons à nous faire remarquer par notre présence régulière et ceci est bien apprécié par les équipes des autres pays. L'ACVV fournit une aide financière de l'ordre de 10\$ par membre. Cette contribution a été plus qu'appréciée autant en Pologne qu'en Australie. Je tiens à remercier l'ACVV ainsi que tous ceux qui ont cru en moi et qui m'ont encouragé et aidé dans ma préparation pour les JWGC. J'ai l'intention de passer le flambeau et de mettre mes efforts au développement de la prochaine génération de pilotes juniors. Peut-être serais-je le chef d'équipe lors de la prochaine édition qui aura lieu en Lituanie à l'été 2017. ❖

Voici le lien vers le blog d'Emmanuel : <https://emmanuelcadieuxjwgc2015.wordpress.com/>

President's 2015 Report

Sylvain Bourque

Heureusement, aucun de nos amis pilotes de planeur Canadien est décédé en planeur au cours des deux dernières années. Voici quelques statistiques : En 2015 et 2014, il n'y a eu aucun décès ni blessé grave. Nous avons contredit les statistiques des années précédentes qui étaient d'un décès en moyenne par an. Il y a eu aucun décès en planeur en 2010, 2008, 2006, 2001, de 1993 à 1998 et en 1989.

Je dois vous rappeler qu'en 2014, un pilote et instructeur expérimenté l'a échappé belle lors d'un accident grave au décollage en ASW-20 lorsque la connexion de la commande de l'élevateur ne fut pas connectée lors de l'assemblage. Ceci aurait pu être une erreur fatale. Malheureusement, une situation similaire s'est produite en 2015 avec un PIK-20 qui a atterri sans dommages. L'avion remorqueur fut une perte totale. Presque à chaque année, il y a des situations qui se produisent avec des planeurs qui décollent avec une commande primaire non connecté. L'année 2013 fut une année tragique pour le monde du vol à voile au Canada. 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 Cessna. En 2012, un pilote canadien expérimenté et compétiteur mondial de planeur est mort dans un accident lors d'un atterrissage en campagne au Championnat National Canadien. Dans un autre accident, 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 2009, un pilote a percuté un fil électrique lors d'un atterrissage en campagne. En 2007 un pilote a piqué vers le sol lors de l'approche finale à son club. La majorité de ceux-ci étaient des pilotes très expérimentés. 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 et qu'il peut être tragique. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité. **La sécurité est la priorité du conseil d'Administration de l'ACVV. Elle devrait l'être aussi pour votre club.** Quelle sera votre implication personnelle et pour votre club afin d'améliorer votre sécurité et celle de tous ? Cette année, 11 accidents furent rapportés et aucun décès, améliorant nos statistiques basé sur les 10 dernières années à 11.6 accidents rapportés et 0.6 pilotes tués dans un planeur pour 1000 membres. Ceci est une grande amélioration par rapport à la période 1998 à 2005 où nos membres nous ont rapporté 116 accidents et 14 décès en planeur sur 8 ans. Ceci nous donnait une moyenne annuelle de 14.5 accidents et 1.75 décès. Il n'y a eu aucun décès en planeur de 1993 à 1998.

Les statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la saison prochaine. Espérons que ça ne sera pas le cas. 12 pilotes pourraient soit être blessés ou soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Espérons que ce ne

Thankfully, none of our Canadian glider pilot friends died in flight in the last two years. Here are a few statistics. In 2015 and in 2014, we changed the trend of the last few years with no fatal or major accident. No fatality also occurred in 2010, 2008, 2006, 2001, from 1993 to 1998 and in 1989.

I wish to remind you that in 2014, there was a major accident by an experienced glider pilot/instructor in an ASW-20 on take-off. The elevator control rod was not connected on assembly. This could have been a fatal mistake. Almost the same situation occurred in 2015 with a PIK-20, but the glider landed with no damage. Unfortunately the towplane was a write-off. Almost every year, there is a situation involving a glider taking off with a primary control disconnected. 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 an outlanding accident at the Canadian Nationals. Another one was seriously injured and is lucky to still be alive. In 2011, we lost two experienced glider pilots and instructors in a midair accident. In 2009, a cross-country pilot died after hitting an electric wire while outlanding. In 2007, a pilot died when he pitched to the ground on final approach at his club. The majority were experienced pilots. 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 and that it can become tragic. **Safety is the number one priority of the SAC Board of Directors. It should also be your club priority.** We have to do everything possible to improve safety all the time. What is your personal participation in safety for yourself, for your club and for all of us? This year SAC members reported 11 accidents and no fatalities, bringing down the 10-year average to 11.6 accidents and 0.6 fatality per year per 1000 members. It looks better than the 1998 to 2005 period, we had 116 accidents and 14 fatalities in eight years, a yearly average of 14.5 accidents and 1.75 fatalities. There were no fatalities from 1993 to 1998.

Statistics suggest that one of our club members could die flying this season and twelve may either be injured or seriously damage their gliders if we don't raise our safety and self-discipline level. Let's all hope that it will not be the case. Instructors and experienced pilots seem to be more at risk if we look at the statistics. Have this in mind on every flight. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the Club Safety Officer; this process should be anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, the same mistakes seem to be repeated in clubs. We have to learn from the mistakes of others because our life is too short to make them all ourselves. Incident reports demonstrate that we still need to work hard to improve safety

sera pas le cas. Les pilotes expérimentés et instructeurs semblent les plus à risque selon les statistiques. Ayez ceci en tête au courant de la prochaine saison de vol à voile pendant chaque vol. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Faites-vous un devoir de rapporter à l'officier de sécurité de votre club tout incident dont vous êtes témoins. Il faut partager cette information avec les autres pilotes 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 nous même. Les rapports d'incidents reçu nous suggèrent qu'il faut continuer à mettre tous nos efforts afin d'améliorer la sécurité si nous voulons avoir aucun décès en planeur dans nos clubs cette année.

Généralement, nous recevions dans le passé qu'environ la moitié des rapports annuels de sécurité des clubs ainsi que les rapports d'incidents et d'accident. Avec le nouveau programme d'amélioration de la sécurité mis en place en 2015 par l'ACVV et qui encourage et finance l'amélioration de la sécurité des clubs, 100% des clubs ont envoyé avant la date limite leur rapport annuel de sécurité contenant leurs rapports d'incidents et d'accidents. Ceci est donc une amélioration énorme par rapport aux années précédentes et nous aide à mieux analyser les problèmes que nous vivons dans les clubs. En 2016, les clubs devront avoir effectué dans les 3 dernières années un audit de sécurité afin de recevoir les fonds lié au programme d'amélioration de sécurité. Allez voir le site <www.sac.ca> pour plus de détails sur le « SAC Safety improvement grant program ».

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 pire 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 2016, car avec les dernières saisons ordinaires que la majorité d'entre nous ont eues, 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 récemment avec les années précédentes afin de voir si on est à risque.

J'espère que vous connaissez une des façons significative de diminuer le taux de décès en planeur au Canada. Cette façon prouvée très efficace est d'investir dans l'achat d'un Flarm. L'investissement est rentable si on pense aux 3 accidents par abordage en vol que nous avons eu en planeur au Canada en 2003, 2011 et 2013, tuant 7 personnes. C'est rentable aussi avec le retour de 5% par année sur vos primes d'assurances contractés avec le courtier de l'ACVV. Tout dépendant de la valeur du planeur assuré, le Flarm s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV/SAC. Un Flarm coûte environ 2 000\$, alors votre vie vaut combien ? Demandez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action.

in clubs if we want to continue to have no fatalities in our clubs this year. Usually, we received annual safety reports including incident and accident reports from about half of the clubs. With the new Safety Improvement Grant program put in place in 2015 that promotes and improve safety, 100% of the club annual safety reports including the incident and accident report were received this year on time. This is a major improvement from the past. This helps us to better analyze the safety problems we are all having in our clubs. Clubs must now complete a Safety Audit within the last three years to receive the grant. Visit the SAC website for more details on the safety improvement grant. 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? Winter weather is our enemy as it lowers our currency in 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 doubts. Be vigilant in 2016 because many of us have low recent flying time in the last years and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your pilot log book and compare the flight time you've done in 2015 with the previous years to see if you are at risk. I hope you all know that one of the ways to significantly improve safety and stop fatal midair accidents involving gliders is FLARM. It is a proven device and a very good investment for your safety. The investment on FLARM is very valuable if we look at the three midair accidents we had in Canada in 2003, 2011 and 2013, killing seven 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 you receive every year. Also, a new SAC Safety Improvement Grant program is now available to the SAC clubs to help promote safety efforts. With this grant, it is possible to pay part of the FLARM bought by clubs or other safety-related expenditures. A FLARM costs around \$2000 – what is the value of your life? Ask this question to your family! Don't wait to have a midair accident at your club to take action. It is easy to presume that glider owners are not aware enough of the high safety value of the FLARM. 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. Three of our six SAC Directors are up for election for a two-year period: the Eastern Ontario and the Pacific Zone Directors are willing to be nominated again. Al Hoar, our actual Alberta Zone Director, is stepping down for personal reasons. We want to thank him for his precious involvement on the BoD for the last two years. Jordan Lewis volunteered to replace him. The Pacific Zone Director position was vacant last year after David Collard didn't renew his mandate after eight years, he mainly served as Treasurer. Bruce Friesen volunteered for the position until the end of the mandate. The members of the Board of Directors for 2016 are listed on the following pages:

The members of the Board of Directors for 2016 are:

Sylvain Bourque

Eastern Zone Director since 2005. SAC VP from 2006 until 2009 and SAC President since 2010. He started gliding in 1994. Since then he has been a very active member of AVV Champlain involved in training, towing, and in accounting as Treasurer for the last 20 years. He was the president of Champlain in '98 and '99. He has his CPL, is an aeronautical radio certificate examiner, EN and FR aviation language proficiency test examiner and an authorized person for glider licensing. Also a commercial UAV (drone) pilot and chief pilot/instructor for CBC/Radio-Canada. 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 passionate Board that has such a good variety of backgrounds and a huge involvement in the soaring community.

George Domaradzki

Eastern Ontario Zone Director since 2014 and is the SAC VP. George has been flying gliders since 1998 and has been an instructor since 2004. He is currently the president and CFI of Rideau Valley Soaring. George also coordinates the Ottawa Area Glider Pilot Ground School every alternate year and had given various theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instructing. He retired in 2012 from the federal government where he was a demographer, enabling him to carry out midweek flying and instructing duties.

Stephen Szikora

Southern Ontario Zone Director since 2013, SAC VP from 2014 and SAC Treasurer since 2015. Stephen 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 – Prairie Zone Director since 2012 and SAC Secretary since 2014. Jay represents the clubs in Saskatchewan and Manitoba. Jay flies with 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 and works in the aerospace industry to pay for his gliding.

Jordan Lewis – New Alberta Zone Director for 2016
See his introduction on page 7

Bruce Friesen – New Pacific Zone Director for 2016 – See his introduction on page 8

ZONE REPORTS

ALBERTA ZONE – Al Hoar

Serving on the SAC Board of Directors as the Alberta Zone representative was a very educational as well as an enjoyable thing to do. Especially, educational. As with any volunteer organization the best and really only way to know it well is to be more involved. Being involved made me appreciate SAC and the many things that it does for soaring in Canada. Communication to and from the members all across Canada is a critical necessity for SAC, there are many means to do this but personal contact from the regional representatives to the clubs and individuals is the best thing that can be done. I have resigned as the Alberta Zone representative because of my wife's health issues. My wish for and to the Board and Jordan Lewis, the new Alberta representative, is to keep communication going in any and all ways. There cannot be too much. Happy Soaring.

PRAIRIE ZONE – Jay Allardyce

2015 was a prosperous year for all clubs in the Prairie Zone. Most clubs had an early start up due to the lower than normal snowfall over the winter and pleasant early spring temperatures which helped clubs have an above average year in terms of number of flights. A major focus for many clubs in 2015 seemed to be infrastructure and equipment upgrades. Hopefully these infrastructure and equipment upgrades will help clubs operate more efficiently in 2016 and allow for growth and an even better season than 2015.

SOUTHERN ONTARIO ZONE – Stephen Szikora

This past year in the Southern Ontario Zone is notable for the significant fleet and facility improvements made by the clubs. Towplanes received significant attention including the Toronto Soaring Citabria that was recovered, improvements were made to hangars including the one at York Soaring in which structural repairs were done and a concrete floor installed, and clubs and individuals have contributed to improving club and private glider fleets at all clubs. Each of the major projects came at great expense but the financial commitment by clubs will pay off long into the future. It is a good sign when, after a long period of consolidation in the Zone, the remaining clubs are showing optimism for the future.

Membership within the region as a whole remained constant at 308 at last count, the same as it was for 2014. SOSA did show a small reduction in members but this

was made up for by an increase at York Soaring. Great Lakes, Toronto Soaring and London Soaring memberships are relatively stable though in all three cases, more members would be appreciated. Something I have commented on in the past continues and that is a very good thing – the increasing amount of cooperation between clubs within the zone. Whether that be the loan of tow-planes when maintenance issues arise, making an ASK-21 available to all SAC members in Florida for the winter, seminars on soaring subjects hosted by one club but open to all and put on with joint participation and, more generally, the welcoming of club members from other clubs as guests. This cross-pollination between clubs will pay dividends for all of us.

On the competition front, club members from the zone made up the majority of those that successfully attended (and won the team cup) in the first ever FAI Pan-American Gliding Championships in Tennessee early in the season. Both SOSA and York hosted regional contests with SOSA putting on the Ontario Provincials once again. In 2016 York Soaring will be hosting the Nationals.

The new Safety Improvement Grant Program was welcomed and to date both SOSA and London Soaring have made investment in their clubs using these funds. The remaining clubs will have their allocations carried forward into 2016 and we know they will find good and needed uses for the grants. York Soaring continues to set an example to us all with youth involvement. Their youth numbers remain high and they are taking full advantage of the funding available under the Youth Bursary Program. Several clubs also made use of the enhanced Club Marketing Program, finding innovative ways to attract new members to our clubs.

Looking forward to an early spring and a great flying season.

EASTERN ONTARIO ZONE – George Domaradzki

The Eastern Ontario membership experienced a decline in 2015, down to 182 members from an average of 201 for the last ten years. Let's hope this is a temporary downturn. However, the better weather has likely resulted in more flights – certainly at Rideau Valley Soaring. This year has seen continuing cooperation amongst the Eastern Ontario clubs. There was the ground school, conducted by GGC and RVSS over the winter, where 28 students attended. Then there was the GGC MayFly, where representatives from three Eastern Ontario clubs participated. In the fall, MSC, GGC, and RVSS members, as well as a few members from other clubs participated in the Lake Placid Wave Camp. It is nice to meet fellow glider pilots from other clubs on a regular basis. 2015 was the first year of glider operations in the new Class C Ottawa Control Zone (previously Class D). So far, there have not been any major problems with glider pilots receiving permission to enter the control zone. Occasionally, we were refused entry and asked to wait until the controller became less busy, though. The floor of the control zone was raised to 4000 feet to the southwest,

and this allows for Rideau Valley Soaring pilots to exit without entering Class C airspace. Finally, there has been a steady increase in the adoption of FLARM technology for the Eastern Ontario clubs. SAC will continue to encourage pilots to make use of this safety device.

EAST ZONE – Sylvain Bourque 2015

L'année 2015 fut une année ordinaire au Québec sur le plan météo, mais assez spéciale sur OLC pour les pilotes disponibles sur semaine. Deux des trois clubs du Québec ont terminé dans les sept premières positions sur OLC Canada. Un vol de 500 km ainsi qu'un vol de 408 km a été fait dans notre région ainsi que six vols de plus de 300 km. L'AVVC a terminé au quatrième rang, à 500 points du troisième rang. Les clubs de la région de Montréal ont débuté leurs opérations vers la mi-avril. Une compétition régionale fut organisée par les membres de l'AVVC la fin de semaine de la fête du travail. La météo n'étant pas au rendez-vous, seulement dix membres de l'AVVC y ont participé. Je suis impressionné de voir la proactivité des propriétaires de planeur de trois clubs de la zone est avec 47 Flarms sur 49 aéronefs: L'Aéroclub des Cantons de l'Est avec cinq unités et le club de Vol à Voile de Québec avec 21 unités ont rendu obligatoire l'utilisation du Power Flarm pour leurs planeurs et remorqueurs. L'AVVC a pris une autre approche en recommandant l'utilisation du PF pour ses membres sans l'obliger. 21 des 23 planeurs volant à l'AVVC sont maintenant équipés de PF. Je tiens à féliciter les propriétaires de planeur de ces clubs pour leur grande proactivité au niveau de la sécurité.

2015 was an ordinary year weatherwise, but very good for the pilots who were available on the weekdays. In OLC, two of the three Quebec province clubs finished in the first seven clubs in Canada. One flight of 500 km and one of 408 km were made in our region and also six flights of over 300 km. AVV Champlain finished fourth in 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. 47 of the 49 aircraft of the three clubs flying in Quebec are equipped with FLARM. Two clubs decided to make mandatory the use of FLARM in their club aircraft: ACE in Bromont with five aircraft and CVV Quebec with 21 aircraft including the towplanes. AVV Champlain took a different approach by recommending to its private owners to buy a FLARM. 21 aircraft out of 23 have FLARM. I would like to take this opportunity to thank all the owners at these clubs who have taken action to improve safety in the region.

An Introduction to Bitterwasser, Namibia

Joerg Stieber, SOSA

The next two articles tell us of Joerg, Michael and Tom Stieber flying and setting records in Namibia. Joerg begins with some background then Tom picks up the story.

Bitterwasser is a 12,500 acre farm in southern Namibia roughly between Windhoek and Mariental. Namibia is north of South Africa on the Atlantic (west) side of the continent. Formerly German South West Africa, it was a German colony from the late 1800s until 1915. During that time German settlers built farms mainly in the southern part of the country. Bitterwasser (Bitterwater) is one of these farms. In 1959 Peter Kayssler, the owner at the time, started to use the large dry lake which is part of the farm as a base for gliding operations. Today Bitterwasser is owned by a group of committed European glider pilots. Despite the short time as a German colony, the German heritage is still quite noticeable even today. There is a Namibian German language newspaper that has been in print for 100 years.



Stieber

The panel in the picture is from an EB28 (Super ASH-25) which an old Akaflieg buddy of mine had stationed in Bitterwasser for the winter. The LX Vario shows the plane at Flight Level 171 (altimeter shows 5170 meters), climbing with an average of 6.8 m/s which is nearly 14 kts. It came from the Bitterwasser website. Basically a snapshot of what conditions can be there.

Typically, one should start making reservations in January for the next season which starts in November and

ends January 20th. I have heard people say the best part of the season is late November / early December. One has to juggle glider availability with availability of accommodation - both are limited. Bitterwasser, or "Biwa" as it is locally known, can accommodate about 50 guests (restaurant capacity). The gliders are shipped to Biwa from Germany by their owners who will rent them out when they are not using them to recover some of the shipping cost. They are the latest and greatest, ASH-30, EB28, ASH-25, Nimbus 4D, Arcus, Ventus 2 (18m) and Antares. Gliders can also be rented from Rent A Glider, a commercial rental operation. There are no tow planes, so all the gliders are self launchers. For a two seater, the Arcus was a great choice. It doesn't have the L/D of open class ships but it runs extremely well at max gross weight and is very nimble on the controls. If one has to land out on a road or runway, 20m is better than 28m.

The minimum requirements are 500 hours experience, self launcher endorsement and current medical. In the end one has to convince the owner of the glider that one can safely fly the plane. For Canadian pilots one problem is that there is no such thing as a self launcher endorsement. My brother has a ton of DG-400 experience which got him accredited, he was then able to check us out. This year they ran a program called "Flying with the Champions" which was very popular. For pilots who don't have much experience flying in extreme conditions this is a great opportunity to learn with a former World or European Champion in the back seat.

The Biwa Restaurant is one of the highlights. The accommodation includes three meals a day plus coffee and cake in the afternoon. The chef is French-Namibian. The standard is like a high end restaurant in Europe or North America. Fruit and veggies are grown in greenhouses on the farm. The meat is from farm animals (chicken, beef). We also ate a lot of Oryx (Antelope) meat which is lean and similar to beef.

The best comparison to North America is probably with the high desert in Ely, Nevada. Both are deserts with very sparse vegetation which generate very strong lift. Thermal tops in Namibia can reach 18,000 ft., in Nevada higher but the ATC ceiling is at 18,000 ft. Ground elevation in southern Namibia is around 4,000 ft. in Nevada 6,000. The 2,000 ft. difference in working bands are significant. Neither place is good for landing out. After having flown over 60 hours in Namibia I am now more comfortable with the land-out options, mainly roads and dry lakes, there. Nevada has good airports but they are fairly sparse. I have not flown enough in Nevada to be comfortable with the land-out options. A Swiss pilot flying a Ventus 2 had a fatal accident on Christmas Eve. Talking to friends who were in Bitterwasser at the time, we learned that the aircraft had impacted almost vertically from several thousand feet. It seems the pilot was incapacitated, although he was relatively young (45). The pilot was killed by the impact which was a good thing because it took two days to find him. (We flew with SPOT.)

An African Adventure

Tom Stieber, RVSS

The adventure began on November 20th, 2015, when my father Michael, uncle Joerg, and I met up at the Bitterwasser Farm in Namibia. My mother Christiane also came to make the family adventure complete and provide adult supervision and support to her eager pilots. After two days of travelling, and a final leg consisting of an eye-opening 2.5 hour drive through unlandable and arguably inhospitable terrain, I was unsure whether the oasis we finally arrived at in the middle of the Kalahari Desert was just a mirage. The purpose of the trip was twofold. Firstly, to spend time together pursuing the passion that relentlessly occupies our thoughts on any given cumulus day. Secondly, to finally understand what my dad has been talking about for the past 16 years since he first tasted the Bitterwasser.

The farm, a 50 square kilometer area rich with wildlife, is located 175km southeast of Windhoek. There, the glider pilot is a scarce mammal, vastly outnumbered by Oryx, Kudu, and Steinbok. The "airfield" is a large dry lake bed or pan, approximately 3km in diameter, consisting of fine-grained sediments infused with alkali salts. The cream coloured surface is phenomenally smooth, allowing for take offs and landings on any of the 360 "virtual" runways. Nestled on the northeastern shoulder of the pan are comfortably outfitted bungalows and a beautifully designed main lodge. The infrastructure is surrounded by shade-bearing palm trees, separated from the pan by a palm alley slowly tapering off in height. Mid-way down the palm alley, I got my first glimpse of aerodynamic elegance at its absolute finest. The gliders, a cross section of the latest and greatest available on the market, are kept tied down in between the towering palms. It took me a few days to figure out how to walk past a 28m ship without having to stop and stare; truthfully, I never mastered it.

Most gliders are state-of-the art Open Class two seaters. Regulars on the flight line include the EB 28, Arcus M, ASH 30 Mi, ASG 32 Mi, all of which are self-launching motor gliders. As graceful as they are in the air, they are a bear to handle on the ground. Fortunately, the people who planted the first palms 40 years ago were forward thinking and spaced them far enough apart, so the big wing gliders can maneuver through the alleys of palm trees. For some of these cruise ships however, only just. I was surprised to see so many Open Class ships at a place with such strong weather like this. Gliders like these really excel in weak and moderate conditions, where their best L/D of 60+ helps them to minimize the need for thermalling. In conditions where inter-thermal speeds are 110 kts+, the advantage is realized with less wing and a high wing-loading. As is to be expected from two German engineers, not to leave any potential efficiency on the ground, my dad and uncle carefully made up for any lack of weight I presently provide.

The glider we rented was easily the most unique among the flock. It is an Arcus E, a 20m two seater, where the "E" stands for electric self-launcher. This proved to be an excellent choice. The electric propulsion system is much simpler to operate than an engine. The only control element for the entire system is a power lever, like a throttle and a switch to change propulsion control between the front and back seat. If the motor is needed during flight, all one needs to do is push the power lever all the way forward. With that simple action, the propeller mast will extend within seconds and the motor will spool up to full power. A stark contrast with a conventional self-launcher, in which the sequence would be: open fuel valve, extend propeller, turn on ignition, set throttle and possibly choke, push starter - hope that it will fire, warm-up, apply power. The packing away is equally simple, just lever down and within a few short seconds the propeller self-centres, retracts, and the doors positively bang shut as you focus on traffic and thermalling. In a country where 89% of the energy produced comes from renewables, our E might even get a nod from David Suzuki.

The other guests are exactly what you would expect from a group of glider pilots having found Nirvana; happy, friendly, and eager to swap one good story for another. There were a number of characters amongst the bunch, but none larger than Frenchman JR Faliu. The visitors stemmed primarily from Germany, Italy, France, Switzerland and a few from the US. The language spoken around the dinner table was predominantly German. The Americans seemed massively relieved when other English speakers arrived, even if they were Canadian-German hybrids.

The Flying

In a nutshell, the flying in Namibia is awesome. In Bitterwasser the typical day starts with an 8 a.m. breakfast, followed by a weather briefing at 9. On good days, pilots get their planes ready before breakfast, so they can pull out as early as 9:30. Depending on the wind direction, it can be a long trip to the take-off runway. Runways 27/23 and 18 are fairly close but for 09, 05 and 36 one has to drive half way around the pan, almost 5km, with the glider in tow. I found the journey taxiing around the pan an invaluable opportunity to learn some phrases from the flight line boys in the Nama language. Despite the difficulty of the tongue clicks, I would do my best to impress the Nama ladies back at the lodge. Tongue clicks are part of the language. To the Namibians, they are just another sound. To us, they are really difficult to mix into the middle of words, let alone replicate at all. They sound a bit like snapping your fingers while talking.

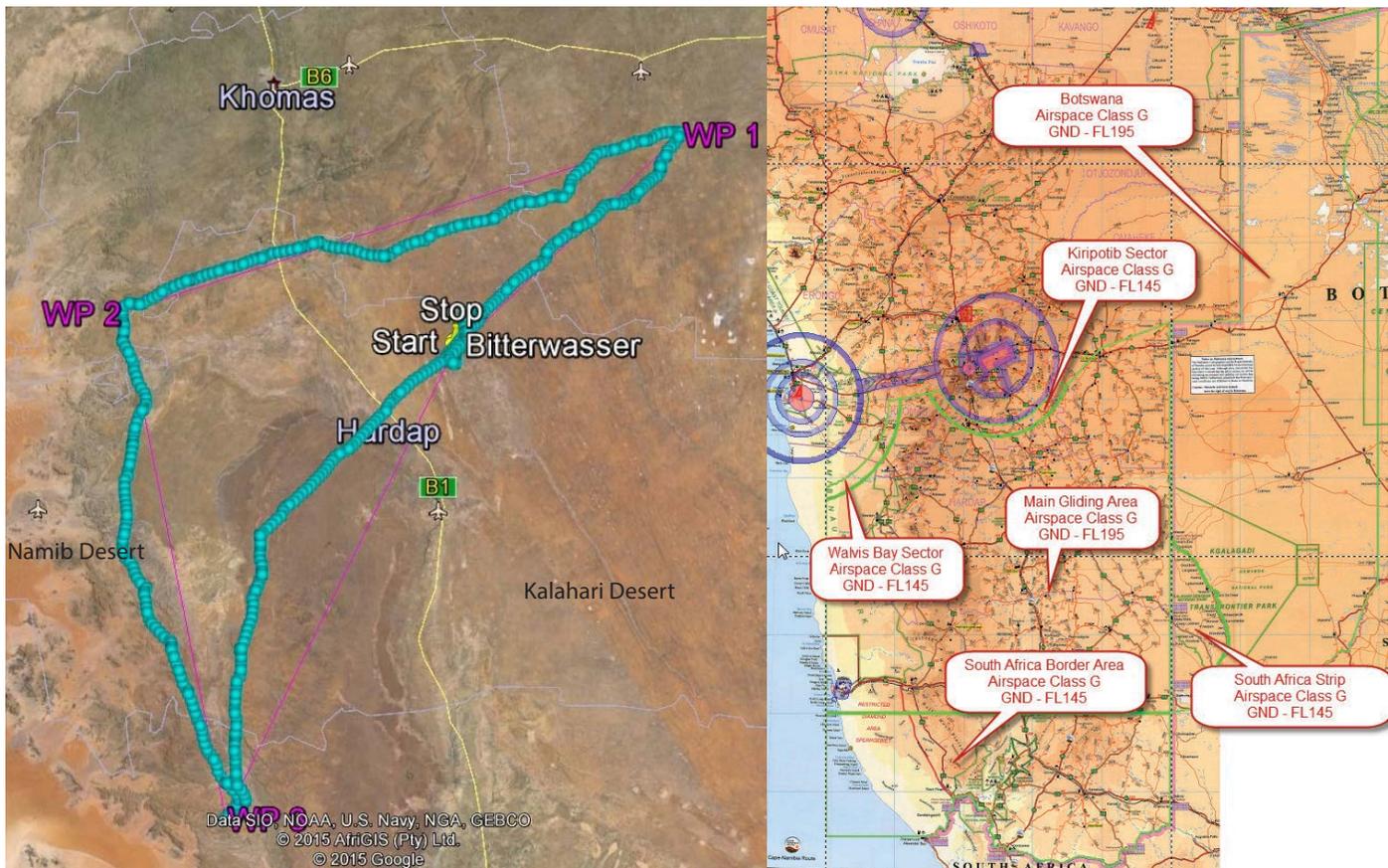
Once ready on the grid, which in Bitterwasser is a bit of a misnomer, waiting is unheard of. All the self-launchers are lined up side by side, so everyone can take off with the haste or leisure they desire. With most of the gliders at max gross weight, it feels good to have essentially 10,000 feet of runway ahead.

⇒ p 23



Stieber

Climbing away after launch. The Bitterwasser Lodge is visible below with the famous palm alleys. An oasis in the Kalahari desert.



The 1000 km Triangle

Airspace



Stieber

Heading south under a cloud street over the mountain range. Watching closely for head-on traffic with closing speeds up to 500 kph



Stieber

Not a good place to get low



Stieber

The Arcus E is ready to launch. The 40 KW (53 hp) electric motor in the propeller hub provides good take-off performance at maximum gross weight.



Stieber

The sun is setting and the gliders are back. Every palm tree represents a noteworthy flight a pilot achieved in Bitterwasser, dating back to the sixties.



By 10:00 a.m., soaring should be possible up to 5000 - 6000 ft. AGL in blue thermals. During the peak hours of the day (2:30 - 5p.m.) thermal tops and cloud bases can be as high as 18,000 ft. MSL which makes for a nice working band. In the flat country the ground elevation is 4,000 ft., give or take, higher in the mountains. Thermal strength is 8 - 10 kts, sometimes a bit more. With conditions like this, we have achieved OLC speeds in the mid 160s km/h. For the best conditions, the ground temperature needs to be in the high 30s or above 40C and there has to be the right amount of humidity. Too little and the day will be blue - too much and there will be showers and possibly thunderstorms in the afternoon. We have flown on days with as little as 5% humidity. On the more humid days, one has to be careful not to be cut off by afternoon showers or thunderstorms. The bigger ones can kick up vicious gust fronts that are very dangerous when they occur close to the airfield.

There is a seasonal gliding airspace which covers most of Namibia south of Windhoek and parts of Botswana to the east with a ceiling of FL 195. There are a few areas such as a ring around the Windhoek airspace where the ceiling steps down to FL 145. Being below 10,000 ft. MSL is considered low. There is a north/south mountain range about 150km west of Bitterwasser which offers the best conditions on many days with high cloud bases and great streeting. A convergence zone often forms along this range where the air flowing in from the cold South Atlantic meets the hot and dry inland air. West of this mountain range, the Namib Desert stretches all the way to the coast. The Namib seems dead in every respect. It is a vast expanse of sand dunes which wander with the wind since there is no vegetation to stabilize them. The air above seems dead too - I have never seen any indication of convection over the Namib, just blue skies.

Fortunately almost all gliders flying in Namibia are equipped with FLARM. This is a huge improvement in safety, particularly in head-on situations where the closing speeds can be close to 500 kph.

Since all gliders are self-launchers, it is rare that someone lands out. However, since one cannot be sure that the engine will deploy and start when needed, one has to always be within range of an area that allows a safe landing. The electric motor of our Arcus E is more reliable than conventional engines, but after the initial climb the remaining run time is perhaps 15 minutes which translates into a range of 50 -60 km. The terrain in the mountains looks very hostile, so staying high enough to glide out when necessary is the key.

Out in the flat country many farms have landing strips but it is impossible to know how well they are maintained. A multitude of animals like warthogs apparently love to dig big holes in runways. Many farm strips are also too narrow particularly for the 25m+ open class ships. Or they are too short to take off again. Bitterwasser has only one old glider trailer, so ground retrieves are problematic. (The gliders are not shipped from Europe in their trailers, but rather several are packed into a container.) They say a ground retrieve in Namibia could take several days, from Botswana likely a week. Typically,

people who fly into Botswana stay within safe gliding distance to the Namibian border. However, I haven't seen anything I would consider good for landing on the Namibian side within 50km from the border.

So, with no cultivated fields and farm strips largely out, where does one land if need be? Some airports are ok, such as the ones in Mariental and Rehoboth. Some of the larger gravel roads are good, called C-roads, provided the vegetation is cut back far enough. They are fairly wide, have a good surface, usually no power lines and very little traffic. Take-off from the roads is usually not a problem (legalities aside) and the location is easily accessible. One has to watch out for road signs, so it is not a good idea to land close to intersections. Certain glider-friendly stretches of road are marked as landing fields in the local GPS database. There are a couple of local glider clubs and they sometimes maintain parts of these roads. The other preferred landing option is on one of the larger pans. Many have farms located at their edges. This time of the year (end of the dry season) they are dry and support gliders and vehicles. Some can be a bit rough with rocks embedded in the clay soil. Typically, on a blue day with thermals tops below 10,000 ft., one goes from pan to pan. They are good thermal generators too. On a good day thermal convection usually lasts past sunset (19:15 - 19:30 local time in Nov - Jan). After sunset it gets dark quickly. Legal daylight ends 15 minutes past sunset. Most gliders arrive back at Bitterwasser within 15 minutes of sunset, so the circuit can get busy. Whenever possible, everyone lands to the east on 09 for better visibility. It is very difficult to judge the height for the flare in the huge pan in low light conditions. When landing to the east one can use the shadow of the glider as a guide of when to flare. Landing to the west into the setting sun is next to impossible. On the rare days when there is a strong westerly wind it is better to wait until the sun is down. One has to keep a very sharp eye out for other gliders which are hard to see in low light conditions. FLARM helps a lot. The best technique for after sunset landings is to crack the air brakes open and come down with a constant low rate of sink until the wheel touches the ground, then apply full air brakes and go negative flap to keep the glider on the ground - just like landing a float plane on glassy water. It is impossible to judge if one is 10 ft., 30 ft. or 50 ft. off the ground. But with 10,000 ft. of runway available in every direction, there is no problem.

The 1000 km Triangle

Joerg Stieber SOSA

The first week of December brought exceptional weather. After having gotten used to the area, we were planning to fly a declared 1015 km FAI triangle to exceed Peter Mazak's citizen's record of a 1007 km FAI triangle established in 1987. The plan was to start on the leg, head NE first as we were expected to develop early in that direction, then turn west to reach the mountain range, turn south at a town called Nauchas and follow the range to a town called Helmeringhausen as the last turnpoint, and head home.

On December 2nd, Michael and Tom gave it a first try. I watched them on the SPOT tracker as they reached the last turn point at 5 p.m. local time, 2:20 hrs before sunset. Shortly after rounding the turnpoint, their progress slowed to a crawl. Two SPOT positions, ten minutes apart, were in the same location. Obviously, they were stuck. It was 6 p.m., 1h:20 before sunset when they started to move again. They still had 250 km to go. I didn't think they would make it home and started to make inquiries on where to get a car and a generator with extension cord, so we could recharge the batteries of the glider overnight for re-launch the next morning. Keeping an eye on the SPOT page, I saw that they were making progress again and finally Mariental, southwest of Bitterwasser seemed within range. I was majorly relieved when they called into Bitterwasser on final glide 50 km out. The sun was just slipping below the horizon when they touched down. It turned out they had not completed the task because they got low after the last turnpoint, and needed to run the motor for two minutes to get out of a squeeze.

Helmeringhausen is not a good place to get low. There is no electricity in town to charge the plane's batteries and it is unknown if the airport is even suitable for landing a glider. The terrain is hostile and except for the airport, the only other option to land is the gravel road connecting the town with the rest of the world. On December 3rd, my brother and I went on the same task again. The goal was not to necessarily complete it but to see where we could optimize the route and to check timelines. We had a good run and the LX9000 showed 4:40 as the ETA for the last turnpoint. We broke it off 40 km short of the turnpoint because 4:40 seemed too late and we feared a repeat of the previous day. There were also some rain showers blocking our way on the leg home. In the end the showers were not a problem, although the LX9000 crashed probably due to static electricity. We were home in good time. In retrospect we would have likely completed the task had we pushed on into the last turnpoint. We decided to take off half an hour earlier and definitely go for it the next day.

December 4th was the third great day in a row. Tom and I launched at 10:43 local time. It was difficult to climb in the early morning thermals. At 11:04, 16 minutes earlier than the previous day, we started the task at 8000 ft. (4000 AGL). We were lucky that the second thermal after crossing the start line gave us an 8.8 kts average up to 12,500 ft. Actually, it turned out to be the best thermal of the day. We had a good run to the first turnpoint in the NE, an excellent run on the second leg as convection really started to develop and a tail wind added to our ground speed. Transitioning into the mountains, we shifted our working band from 9000 - 12,500 ft. to 11,000 - 14500 ft. and later up to 16,000 ft. In the thin air and helped by a slight tail wind we ran at ground speeds of more than 110 kts between thermals. Stubbornly, the ETA for the last turnpoint showed 4:40 p.m. again, but this time we decided to go for it. Helmeringhausen was in the blue when we rounded it at 4:42. The direct way back to Bitterwasser looked fairly blue. Rather than chancing over 270 km in the blue, we decided on a detour and to follow the mountain range back north before going

direct to Bitterwasser. There were still good looking cu over the peaks. We had a good run north and went direct when the distance to Bitterwasser had shrunk to 160 km. The big CUs in the plains started to fall apart, but small CU still worked fairly well, so we had no problem getting home. We crossed the finish line at 6:42, a comfortable 40 minutes before sunset which gave us a speed of 133 kph. We had broken Peter Masak's triangle distance record as well as the speed record. As it turned out, the flight did not have even one anxious moment, and yielded a total of six record applications. (see page 35)

Pool and Palm Parties

Tom Stieber RVSS

There are a number of traditions unique to Bitterwasser. Each tradition has a way of bringing people together, and guaranteeing laughs. A few even have a way of bringing out that youthful inner spirit hidden away in everyone.

The Pool Party is a tradition that occurs each season when one hundred flights of 1000km (OLC) have been achieved by Bitterwasser pilots. This tradition has a spontaneous feel, as it just seems to sneak up. The morning after attaining this goal, all pilots are required at the pool immediately after breakfast in whatever they are wearing for a pool draining exercise. At once, everyone plummets into the pool, unleashing a localized tsunami. Before toweling off, the finale is a cannon ball splash contest. Candidates, selected by JR based on displacement potential, compete for the biggest splash. I am not exactly sure what inferences can be drawn about glider pilots from this, but the waterline dropped significantly, and it took over 4 days and many rounds of chemicals for the pool to return to service.

The Palm Ceremony is another one of these traditions, but perhaps is Bitterwasser's most storied. A young palm tree is planted for a pilot who completes a flight of significance. The palm tree bears a plaque to carry the pilot's name, the flight date, and flight details. 15 minutes prior to sunset, all pilots on the ground assemble at the planting site, and are issued a celebratory local beer. Pilots still flying will acknowledge the ceremony with a high speed low pass. The candidate will plant the palm under the watchful eye of the crowd. The onlookers, armed with gardening wisdom, and beer, are not shy to offer helpful hints such as "the green side up". Once the work is completed, the MC asks everyone to gather closer to the tree, and starts a chant in a mixture of German and Afrikaans:

**Nach alter Fliegersitte
die Glaser in die Mitte,
Bremsklotze weg,
Start frei,
Laat waai - laat waai - laat waai
STUOPA!**

With that, everyone pours the rest of their beer over the freshly planted palm tree, so it may grow and kick off

many thermals. Judging by the enormous size of the older palms, this well refined technique must be the green thumbs' secret weapon. During our stay, we celebrated seven palm ceremonies.



Stieber

In the early days of Bitterwasser, palms were planted for diamond achievements. Between the aged palms under which we were tied down, the achievement noted on one tree was for a 300km triangle distance, flown in a KA-6 in 1972. Today, the definition of "significant" is a flight that qualifies for a 1000km FAI Diploma or better. Furthermore, it has to be the first time for the pilot to achieve this flight, so repeats do not count. The only time a pilot is entitled to plant a second palm is for a world record. Our 1000km FAI triangle flight qualified for a palm in every respect, except that it was not a single pilot performance, since Joerg and I flew together in the Arcus.

Despite our perpetual hogging of the Arcus and lengthy discussions of triangle placement, my mother also really enjoyed her time on the Bitterwasser farm. She flew at RVS and MSC in 1983-1984, so was no stranger to the environment. Although she did not obsess about dew points and trigger temperatures along with the trio, she managed to wrestle the Arcus from our tight grasp and flew a lovely 3h, 300km flight. She spent the first 10 days with us, and the following 7 days on a game safari throughout other parts of Namibia. The lodge regularly offers game drives on the farm where one can see wildlife native to the Kalahari, as well as wildlife commonly found in Botswana or South Africa. From her perspective, the trip was optimal. She spent plenty of time with us, and saw more wildlife and different parts of the country that we did not.

Between the three of us alternating as P1, aggregating together our P1 numbers, we logged approximately 12,200 carbon-free OLC km over 112 hours in 21 flying days. Our Arcus carried us smoothly all over the rugged landscape of southern Namibia and a bit of Botswana. For me, it was simply incredible. It was flying in lift with strengths that until now weren't fathomable, covering distances almost triple those on my previous flights, and at speeds regularly approaching red line. Above all, it was a pleasure to spend time with and learn from my dad and uncle, while having fun doing the sport the three of us love.

For more photos and tales check out our blog:
<http://jsnamibia.blogspot.ca/>



An Interview with Col. Chris Hadfield

Part One of Two

David Donaldson, GLGC, SAC Safety Officer

Every spring at Great Lakes Gliding we have a mandatory safety seminar for all flying members. To keep it fresh and interesting we invite guest speakers to join us, and Mike Ronan has been a great help, with his contacts at Air Canada. He suggested we invite Chris Hadfield as he knows the family and they occasionally fly in to visit. Knowing that Chris' schedule would not likely allow him to attend our seminar I had the idea of an interview for freeflight, and Mike set it in motion. Granted a 15 minute telephone interview, the real work began: "What to ask?" I enlisted the help of my fellow FTSC members and we crafted a set of really good questions. Chris has a wonderful easygoing, yet serious, no nonsense business manner about him. Our conversation lasted over half an hour, and what follows is almost verbatim. In fact, there is so much good stuff from Col. Hadfield that we needed to publish the interview in two issues. I hope you enjoy this two-part article and find it as enlightening as I have.

Freeflight: Thank you for taking the time. The first question is, you got your start in aviation with gliders, through Air Cadets, what was your first impression of flying a glider?

Col. Chris Hadfield: Yeah, it was the summer of 1975 at Mountain View and it was pretty interesting. We were doing a combination of aerotow and winch tow and then we ended up with auto-tow, behind trucks. But for me it was pretty amazing. There is such a visceral feel to glider flying, especially when it's new like that. The sounds of it, you know, as the tow takes up the slack and then the rumble rumble. And then, sort of the weird, I don't know, the fact that you're attached to somebody else for a while and then you take this deliberate action in the cockpit; and there is this big noise and then suddenly you're released. And, since then, I have flown off aircraft carriers, which is sort of the same process but just in a couple of seconds. And then I've flown rocket ships, which is the same thing, but your launch vehicle takes about nine minutes to get you through the start and then release. But it was really my first taste of that and I loved it. I just thought, what a magical thing, you put up with this sort of weird thing and it puts you into a place that you can't be otherwise. And when you are released, you truly are. You're suddenly in an environment that you have never been in before and you couldn't get to any other way. So I love that transition. And then the other part of gliding is, of course, gravity is going to win and there is an inevitable upcoming landing that you have one try at. So there's a great discipline to it. You can't go around, you can't change your mind. You have to start committing to how this flight is going to end, right from the very beginning, you know, depending on what the air is doing and the geometry and traffic and such. So I thought that was a really useful thing to learn in the summer that I turned 16.

So I was doing all of this when I was 15. And to learn the discipline of flying that way and all of the airmanship that goes along with it, I really liked that as well. In that it's not just a joy but it's a process and you are very much in control of the whole thing. And you are going to be tested every single flight by having to bring it back and land under a constrained set of circumstances. So I loved the whole thing. And I had a great instructor, named Crawford McCreath, a little tiny Scottish guy. Just a little cricket of a guy who sat in the back and he had a great attitude, all sorts of experience, and he was the first person that really showed me how to fly airplanes. So yes, I loved the whole process of my first impression of flying a glider.

ff: Fantastic. Any thoughts about returning to soaring?

CH: Oh, I fly airplanes all the time and I've flown a space shuttle, which is the ultimate soaring. It's just a glider from 1.3 million feet up. And the Soyuz is the same thing, the Russian spaceship that I flew. It comes back in as a, not nearly as good a glider, but you still fly it on the way home. It's just purely powered by gravity so essentially it is a glider also, although it's a parachute landing. And, yeah, I think eventually I would like to get back into gliding and soaring. I just - life is overfull right now, but I think maybe later in life I could easily see myself going back to where I began.

ff: Awesome. From your varied career, what really stands out as your best "I learned this from that" moment?

CH: Learning is incremental and a lot of the lessons that you learn, they are invisible just because either you pick them up by osmosis or because there are so many of them, and they are building on each other, that you don't really break any of them out as individual. So I think it is often when you are tested, or when something goes wrong, that you truly notice a threshold or an "I learned from that" type thing. In gliding, as I mentioned, I flew with Crawford McCreath, he just died a few years ago. But Crawford, he was a little bit of a guy so I learned most of my flying either solo or with a small person in the back. And then when it came time for my check ride, the evaluator was a great big guy. He probably weighed twice as much as Crawford and it was one of the worst flights, probably the worst flight, I had had so far. I just hadn't anticipated the change in how the airplane would handle and how it was going to land when you had significantly increased the weight. And so I regretted that I didn't fly it very well, but also I greatly learned from that. Okay, pay attention and anticipate and think about something you have taken for granted to this point, doesn't necessarily mean that you can always take it for granted. So I took weight and balance and overall max gross weight more seriously ever since then. And then I think the other was in a powered airplane on one of my early flights with the military, learning to fly a Beechcraft Musketeer. I was out with a new instructor, it was in Portage la Prairie, and we got a fair ways away from the airfield and the engine all of a sudden started running really rough and losing power. You know, I was a new guy and I had an instructor with me but I looked around

and it was like, "Wow, what's going on?" And I looked to him and he sort of froze up, he was sort of like he wasn't dealing with it correctly. So it put me in an interesting place, as a student, in that I know something is wrong, I don't have much time in this airplane, but I recognize that either we need to find a place to land or at least we need to turn and head towards the field, right now. And I eventually, after a few seconds, I was like, "Hey, let's turn towards the airfield." And it was like he suddenly snapped awake and went, "Yeah, right," and turned towards the airfield. We did everything right from then on and we did a downwind landing and it turns out we had cracked the cylinder head and lost a lot of compression. But it was kind of a real reminder, to me, of who is in control, the necessity to know the systems of your airplane, always be ready for things to fail, and take action when they do fail. So I learned a lot all the way along, but these are a couple of those standout points.

ff: Thank you. Glider competition flying is much more dangerous than just personal flying. I know you are a very competitive person and you have lived in an extremely competitive environment for your career. So what advice would you have to help pilots deal with that type of pressure?

CH: I'm interested that you say that competition flying is more dangerous. Does that mean there are more accidents or do you have some other measure of danger?

ff: Ten times more fatalities during World Glider Competition contests than other glider flying.

CH: So that's not necessarily more dangerous, it's just that people fly their airplanes closer to the limit than they might otherwise. Like, the air doesn't change and the airplanes don't change. I mean, the variables are the same. So the real question is, what risks are you willing to take with your airplane and why? I think that's the real key question, given a set of constraints and objectives, what risks are you willing to take? And maybe if you're just a Sunday afternoon flier then you're always going to stay in the heart of the weather envelope and the heart of the performance envelope and therefore manage your risk pretty carefully. But if you are trying to save a life or if you are trying to win a competition, then maybe you are willing to take a risk to push the weather, or to push the performance of your airplane or the altitude remaining, beyond what you would under any other circumstances. So I think when I am giving advice, from a safety perspective or looking at dealing with pressures, I think number one is: "Know your machine." A pilot can never know their machine too well. You should always be looking to better understand everything the airplane is going to tell you. You know, what is your actual stall speed, how does the weight affect it, what are the failures that can get you. What is an ASI failure, what does a plugged pitot or static look like, what do you do if your canopy fails, what do you do if - you know, all your "What ifs". And so know your systems and know your vehicle really well. What if you have a cable break at 100 feet? All those things. What is the best way, if you are not going to make it back to the field? Should you use ground effect or not? What does the literature say, what



Chris, without trademark moustache, receiving the Glider Scholarship Award in 1975

research has been done? (Author's note: A copy of the research paper on extending glide by using ground effect, done by Chris Hadfield, has been posted on the SAC FTSC Forum. Its conclusion? Ground effect is not effective in extending your glide). And don't wait until you are flying to understand or learn any of those things, by then it is too late. And if you are relying on your instinct, then you are going to get yourself in trouble because we are not instinctively trained to fly airplanes. We've only been flying airplanes for 110 years really or, if you count gliders, a little longer. But we have been evolving for 3 million years and we've only added this new risk much, much later. So, in fact, your instincts are all wrong; it is only your learned behaviours that are going to keep you [safe]. And the only way to have the right new learned behaviours is to have anticipated and simulated and practised and learned in advance, when you are not being threatened. So, I think if you are talking about safety and competitive pressure, the key is understand why you are taking this risk and then do everything you can to maximize your chances of success. And that means visualization and practise, over and over, when the threat is low. And whenever you want, you can practise all of those things. Practice forced landings, have a look at the field, where can I land if I'm a mile short, what are all my other options. And I think people get caught short because they don't properly anticipate and practise all of the failures, in advance. The final thing is, the temptation, on the day of, to do something that is beyond your own familiarity is huge. Whether you are doing an airshow or a competition or just the reality of the day. And so make your decisions in advance, give yourself go/no-go points, give yourself a threshold. When we're flying jets and we're having air fighting, we have a thing called "joker". "Joker" is where we're running low on fuel and it's time to start thinking about knocking off what we are doing. It may be time to get everything cleaned up and then start heading for home. And then "bingo" is where, okay, we have to now stop, knock it off, and head back to the base because we are at minimum fuel. But there was also a thing we called "no \$#!+ bingo" and that is, hey, there is no margin here. When we hit "no \$#!+ bingo" if you don't knock it off and

turn for home now, you are not going to make it home. And it's really good, in your mind, to have those clear and thought out in advance. As a soaring pilot you can say exactly the same thing. What's my "joker"? At what point do I need to stop thinking about competition and start just thinking about flying an airplane and getting it back to where it needs to be. And then what is my "bingo" point? When do I have to say, okay, knock everything else off, stop any other set of constraints, and just start the normal process of safely getting back on the ground. And then what is your absolute, true "no \$#!+ bingo" point? Where, if I don't knock this thing off right now, I am going to crash, or at least I am going to do damage or run a big risk. Have those set and decided well in advance, you should brief them before you fly. You should have them dead clear in your mind and not count on the excitement and the adrenaline of the moment to somehow help you make a good decision.

ff: Yes. And then, I guess, as a follow up to that you need to respect them when you are in the air.

CH: Not just respect them, those are your life. Those are your rules. If you're going to break those rules then you're going to kill yourself or hurt somebody or both. And you have no business flying the airplane.

To Be Continued Next Issue

Reflections after the conversation: *Approaching this interview, I was looking to glean some lessons learned from someone who has spent many years living on the edge. Col. Hadfield did not disappoint. My biggest take-aways from this first half of the interview:*

"Joker"/"Bingo"/"no \$#!+ Bingo" Even in the very precise world of professional, military, test pilot aviation we still need three levels. It is so easy to push the limits, to go that little bit more ever in hope of the next thermal, the low save. But, as Chris said, "If you're going to break those rules then you're going to kill yourself." In our world we talk about personal minimums for setting up an approach for an outlanding, our "joker", but do we live it? Do we say 800' then on the day push it to 700' or 600', all the while justifying?

Listen to your airplane. Know your airplane and listen to what she is telling you; good advice received from several instructors over the years. Chris echoes this but with a proactive stance, "You should always be looking to better understand everything the airplane is going to tell you." We saw several saves in the annual safety report, great examples of pilots listening to their aircraft and responding in time. Okay, time to re-read my POH. ❖



Dave, Chris, and Dave's wife, Dolores

Minutes – 2016 SAC AGM

March 12th, 2016, CBC Radio Canada, Montreal, QC

Introduction

The 71st Annual General Meeting of SAC opened at 11:24 am with 86 members present and 19 clubs represented. 14 clubs were represented by individuals in attendance while 5 clubs had representation through proxies.

The meeting was called to order at 11:26 am and a quorum was declared with 77% of the available votes represented through delegates with proxies and by individuals present.

Motion #1

Moved by David Donaldson, seconded by Joe Lanoe that: "the 2016 meeting agenda be accepted."
Vote: 1093 For, 0 Against; Motion Passed

Motion #2

Moved by Keith Andrews, seconded by Ian Oldaker that: "the minutes of the 2015 AGM be accepted."
Vote: 1093 For, 0 Against; Motion Passed

Presentation of Reports

President's Report – Sylvain Bourque

Sylvain opened the meeting by stressing how important safety is in our sport and the need to focus on safety in the coming season.

Safety Report – David Donaldson

David gave an introduction as the new SAC Safety Officer. He stressed how important it is to break down barriers with respect to safety communication and reporting. In 2015 there were 11 accidents and 150 reported incidents over 19,000 flights. All clubs submitted safety reports which is the first time this has happened in several years.

Flight Training & Safety – Dan Cook

Dan introduced the Flight Training & Safety Committee members in attendance. Dan emphasized a few points from his report, namely the need to improve the safety culture in clubs throughout the country.

Insurance Report – Sylvain Bourque

Sylvain spoke briefly on behalf of the Insurance Committee as Keith Hay was not able to attend the AGM. Sylvain pointed out that it is important to maintain a loss ratio below 60% in order to continue to receive competitive rates. The Insurance Committee expects to have an 8% reduction in premiums for 2016. Sylvain also stressed the need to have as many aircraft and clubs as possible sign up for insurance through the SAC plan to ensure that the SAC plan continues to be viable.

Sporting Committee Report – Jay Allardyce

Jay spoke on behalf of Joerg Stieber who was unable to attend due to his attendance at the Seniors Contest in Florida. There was a lot of competition activity for Canadian pilots throughout 2015 with the 1st

PanAmerican Gliding Championships, the Nationals in Netook and various Zone Contests throughout Canada. Emmanuel Cadieux competed at the World Junior Gliding Championships in Australian in December and did very well. The Sporting Committee is planning to field a team for the next Worlds in Australia and the team will likely be 2 – 4 pilots.

Treasurer's Report – Stephen Szikora

Stephen noted that this was his first full year as Treasurer. Stephen highlighted the Safety Improvement Grant and the need for clubs to take advantage of the money available. Membership fees were reduced in 2015 and will stay the same for 2016. The Pioneer Fund is being utilized to offset the shortfall in revenue from the lower membership fees. The majority of SAC's assets are in cash at the moment and the goal is to invest the assets going forward such that the funds provide enough of a return to supplement the shortfall in revenue from the membership fees while also increasing at the rate of inflation. SAC was the subject of a CRA Audit in 2015 and CRA was very satisfied and the findings were very minimal.

Motion #3

Moved by Jean Lapierre, seconded by David Donaldson that: "the Frouin Group be appointed as auditor for 2016."
Vote: 1093 For, 0 Against; Motion Passed

Motion #4

Moved by John Toles, seconded by Keith Andrews that: "the budget as presented by the Treasurer be accepted along with the associated fee structure."
Vote: 1093 For, 0 Against; Motion Passed

Motion #5

Moved by Ian Oldaker, seconded by Jean Lapierre that: "the activities and decisions of the SAC-ACVV Board for 2015 be approved."
Vote: 1093 For, 0 Against; Motion Passed

New Business

Web Editor – Selena Boyle spoke to the clubs present about her new role as the Web Editor.

Air Cadet Support – Stephen Szikora spoke about SAC's support of the Air Cadet League's 75th Anniversary as a Bronze Sponsor. Sean Murphy from the Air Cadets presented SAC with a plaque recognizing SAC for its sponsorship of the 75th Anniversary Celebration.

Trophies Presentation

The list of trophy winners for 2015 can be found in the annual report posted on the website (pages 37 - 39 <http://www.sac.ca/website/index.php/en/documents/meeting-minutes-annual-reports/2015-2019/547-sac-2016-agm-annual-reports/file>)

Motion #6

Moved by Mike Morgilus, seconded by Ian Oldaker that: "the meeting be adjourned."
The meeting concluded at 1:00 pm.

Jay Allardyce - SAC-ACVV Secretary



Club Reports

Editor's Note:

The following are abbreviated Club Reports, the full versions are available at <http://www.sac.ca/website/index.php/en/documents/meeting-minutes-annual-reports/2015-2019/547-sac-2016-agm-annual-reports/file>

Alberni Valley Soaring Association

– Allen Paul

2015 was very good for the Alberni Valley Soaring Association. We enjoyed plenty of soarable weather and the lowest precipitation levels in recent memory. Regular membership increased to 13 and the number of associate members increased to 7. On the instructional side, the VISC PW-6 allowed two power pilots to acquire their glider licence and two ab initio students to solo. Our efforts again focused on improving AVSA participation in the OLC soaring competition. The number of flights increased, more club members participated and the average OLC points achieved per flight was higher. Club members continued to explore the cross-country opportunities in the Alberni Valley, soaring along the Beaufort Range as far west as the Comox Glacier as well as south and east of Mount Arrowsmith on some exceptional soaring days. Another goal was to provide opportunities which would allow us to increase the number of youth in our gliding program. Courtesy of local and SAC bursary sponsorship, we were able to bring one 15 year old to solo status. We also had one Air Cadet join us to fly off a private bursary, and we were joined by another young member eager to obtain his licence. We will be offering another SAC bursary in 2016. We continue to work on the club/airfield facilities to have them better serve our requirements. For those glider pilots looking for a fun place to visit in 2016 we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley. Have a great 2016!

ASTRA

– Mike Thompson

ASTRA members started soaring in late March and most of our group did their season check flights in Port Alberni with the Vancouver Island Soaring Center. It was not until later in April that the weather improved for some good soaring. Our group flew at several locations this season including Port Alberni, Pemberton, Invermere and Chilliwack in British Columbia; Olds, AB; Ephrata, WA; Nephi, UT; and Bahia Gliding in Brazil. On the OLC, the seven active ASTRA members logged:

- 155 flights, 530 hours, 39,800 km, and 38,630 OLC points

• Longest flight in Canada – 646 km @ 110 km/h by Harry Peters in Invermere

• Fastest flight in Canada – 531 km @ 126 km/h by Harry Peters in Invermere

• Longest flight – 982 km @ 121 km/h by Branko Stojkovic at Bahia Gliding

• Fastest flight – 689 km @ 139 km/h by Mike Thompson in Nephi

Martin Dennis placed 2nd in the Region 8 contest in Ephrata, Washington (with day placings of 3, 5, 3, 1, 2, 1). The weather was outstanding; the best day saw a 380 kilometre flight flown at 133 km/h. At the Canadian Nationals in Netook Alberta, Branko Stojkovic finished 1st in the Club Class. Dennis Vreeken (4th) and Mike Thompson (5th) competed in the FAI Class.

Canadian Rockies Soaring Club

– Wes James

Our soaring season kicked off on 22 March. The last soaring flight was made on 13 October. Two 16 year old students, Sam Winter and Jordan Coutts attended the June training camp and at the end of the two weeks both had soloed. Both club gliders are equipped with FLARM and all club members have FLARM installed in their gliders. We also have a portable FLARM available for visiting pilots if they do not have one. We strongly recommend that all pilots have FLARM installed in their glider if they intend on soaring in the Columbia Valley. Strong spring thermals in the valley led to great early season flights, but late June and early July saw limited soaring as frequent lows sped through. Despite this, CRSC was NUMBER ONE!!! on OLC with 84,445 points (80,689 km) flown on 383 flights by 25 pilots.

Vancouver Soaring Association

– Daan Wynberg

2015 was another great year for soaring at Hope. Thankfully, most importantly, it's been a safe year of flying. VSA once again maintained an injury and major accident free record. Safety in our airspace around Hope continued to be a point of focus during 2015. Many flight routes to and from the interior, both for pleasure craft and commercial operations fly directly over Hope at all levels. Commercial traffic using the Hope 1 Arrivals route can be routed as low as 9000 feet over Hope. One of VSA's favourite place to fly is in wave just east of Dog Mountain, and heights of over 9000 can be reached. The conflict is thus easy to imagine. The VSA is grateful to SAC's Safety Initiative started in 2015 providing clubs with a cash incentive for clubs to use towards improving safety. Given the above airspace concern, and the popularity of

FLARM at more and more soaring locations, VSA decided to make use of the SAC Safety Initiative to help fund FLARM installation in the rest of its fleet. Many of VSA's private glider owners have also installed FLARM, and so in the near future Hope airspace will also be a "FLARM site". The VSA would like to thank Alan Hoar (Alberta Zone Director) for stepping up to cover for the Pacific Zone after David Collard stepped down. The VSA really appreciated Al's efforts to keep us in the loop, most notably as it pertained to the SAC Safety Initiative. The 2015 season saw some excellent flying conditions. Some awesome flights were done from Hope and most of those uploaded to the OLC. The good soaring conditions in 2015 saw more of VSA's members doing longer cross-country flights than typical for the area. 2015 was also a year of significant club development. This is a summary what VSA achieved in 2015: The atmosphere at the club had a definite upturn; a feeling of fun and enjoyment, and a definite increase in volunteering efforts from more members resulted in the club enjoying the season more. For the first time in many years the VSA has enjoyed real growth, so much so that a waiting list had to be created as there were more applicants than could be catered for. Four have now been invited to join in 2016, and a further 6 remain on the list for now. A new VSA website was created. On-field administration of flight sheet recording and processing, flight and tow records and billing was simplified through use of on-line documents in Google Groups. Using a shared spreadsheet on the Google Group interface a "LIVE on any device" duty Roster was commissioned and used very successfully. 1116 flights in club and private gliders took off at Hope (235 more than in 2014). 490 instructed flights – a total of 221 hours of training. 80 familiarization flights, 10 students were trained, of whom six ab-initio students went solo, three re-soloed, and five achieved their GPL. Several members took the DG-505 – VSI for an away trip to Ephrata, and also to Merritt along with several other private gliders. A new simulator, based on Condor Soaring, and using scenery created by Kary Wright (Edmonton Soaring Club) was commissioned which was used for student training and cross-country exploring. Three courses were held to cater for both ab-initio students as well students who needed that final push to go solo. VSA was very grateful to have had help from two guest instructors (Dan Cook & Tim Daniels). The third course was specifically aimed at students close to solo. 2016 holds much promise – it will be a year of making fewer system changes as we cement down the way VSA now operates. Besides three planned student courses that will likely include a soloing course in August, VSA is also planning an instructors course. It is anticipated that this will increase the instructor pool at the club and ease the instructor duty roster, many of whom in 2015 did most of their flying as instructors rather than purely for the fun of it. It is hoped also that this will also allow VSA to invite a few more from the waiting list. It is understood that Bruce Friesen has agreed to represent the Pacific Zone at SAC, and we look forward to staying in touch with Bruce going forward.

Western Area Sail Plane Society

– Dan Cook

WASPS has had a slow year with no flying activity. The CFI, Dan Cook has kept busy teaching at VSA and Cu Nim helping out with training when needed. Recently, Richard Visscher has joined the club and has brought his recent acquisition, a Stemme 10 motor glider flying out of Kelowna, and has been discussing a potential move to Vernon. Tie down area sufficient for the long wing span Stemme has been a challenge. Richard wishes to pursue cross-country flying training with the club. Several local pilots (21) have indicated interest in gliding so there is a potential larger membership base than the handful of members currently registered with the club. We are planning our AGM in February to decide on the way ahead for the club. We may have the potential to provide Discovery Flights next season but without a towplane and suitable two-seat trainer, the membership will not likely grow. However, our former towpilot/towplane owner, John Joriman, has indicated some interest in the club. Anything is possible.

Cu Nim Gliding Club

– Pablo Wainstein

How do we measure success? Not a trivial question – easy to ask, difficult to answer. Some may approach it by measuring annual revenue. Some may want to track number of tows per day or per year, and perhaps membership levels. While all these parameters are valid and should be monitored in a club management so it is financially stable, I prefer to apply the happy/energy meter. As subjective it may sound and be, a vibrant club is felt as such. It radiates energy and dynamism. I can't quantify club success with my own personal happy meter, but I can tell you if we are enjoying what we do... that is to be among fellow pilots and spend as much time possible in the air, that is success. By the way, while I am writing these words, I can still feel some tiredness after instructing in the morning and climbing on a scaffold to put up our new storage hangar during the afternoon along with a bunch of members. This is what I mean by energetic... our club feels vibrant. We never expected to achieve so much as we did. We were busy and some members devoted an incredible amount of time, but here we are with a feeling of achievement. We had a student week with four keen students out of a pool of a bit more than 20. The large number of students kept us busy, although some days were surprisingly low on student flying but then we raised the scheduled intros we then flew. One of the keys to keeping a club vibrant is cross-country. Several studies in Europe have shown this and it deserves an increasingly amount of attention from the executive. Executives must promote cross-country flying and keep their licensed pilot group happy. We organized three main events. There were two safety seminars directed to cross-country flying and high altitude flying in mountain wave. The third event was an advanced instruction week

directed by Dan Cook, the SAC Flight Training chair. The course is directed to learn to deal with unusual situations and emergencies. What a delight to go through it. We learned more on spins, low rope failures, flying with no instruments or partially working controls and outlandings with obstacles at the beginning of the field. This initiative is a must-do and next year we will absolutely organize it again. Remember, keeping your licensed long-time pilots interested and safe is key to develop a good cross-country culture. It feels very good to see Cu Nim coming back to its cross-country roots, as CFI Allan Wood said. A major drawdown on the happy meter is time or what may feel as wasted effort. Personally I see two major time "black holes" in gliding, these being rigging or derigging, and the commute to and from the club. As such three new private hangars were built at the club this year. Three T-hangars are now finished on the south side of our property. Think of this, no more rigging and derigging time for these pilots – just arrive, DI and go, with two more available hours for flying under their belt each day! What a win/win situation! The solution for the second "black hole" time waster is being worked on now. A very nice trailer was donated by one of our long time members. We are planning on having it for accommodation for guests, students and licensed members who want to spend the weekend at the club, but previously could not. In essence more time to enjoy... less time driving. A third draw-down on the happy meter is the time devoted to field maintenance usually concentrated in a small group of members who felt comfortable handling the tractor and mower. We now own a couple of smaller race car looking mowers that are easy to handle and indeed fun to drive. This surely was an innovative way of distributing the workload. Some years ago we started a serious fleet renewal. I feel that we have achieved that with the Cessna 182 towplane, ASK-21, DG-1000S, DG-303 Elan, and our long-time lady, Funny Girl, a Jantar. Now it's time to shift gears and focus on the next two items, improving instruction efficiency and club infrastructure. It has been a wonderful year, lots of flying, safe operations and we have had tons of fun being together. For me this is the definition of success. See you in 2016 for another year of fun and friendship. It has been a pleasure to serve Cu Nim as its president this year. Thanks for the opportunity.

Lethbridge Soaring Society

– Pavan Kumar

Two years into this journey for our new club and we've been making great time! Last year we were nomads visiting Claresholm, CAGC, ESC, and Cu Nim. This year we've made a home: an oasis in the valley heat, a spectacular lennie sunset kind of home. We bought and erected a fabric quonset at Cowley, acquired a quad to pull gliders, and gained a few new members with new energy. We decided our future included being part of the Freedom's Wings program. Then a dream came true. A two-seat glass training glider seemed an improbable hope for a startup club, yet suddenly it has become

a reality. Starting from a phone call I made to Charles Petersen at York Soaring, culminating in Geoff Minor hauling it home from there, the Freedom's Wings Canada Twin Astir C-FNUO has found a new home with us at Cowley. Over the next few years we will raise the funds to pay for it. Dedicated members have made these huge leaps possible. We basked in flights climbing to 18,000 feet and lasting to 3.6 hours in our "NU" ship. The fall ASC wave camp treated several of our members to flights they've been dreaming of for years. Only a fellow pilot can appreciate how elating and simultaneously humbling it is to be in the back seat on someone's dream flight. Those flights reminded us why we're so passionate about this sport and opens our eyes to the possibilities this coming spring. Big projects and bigger ambitions are coming at Cowley! We'll have the longest runways for winching in Alberta with the most options. Winter training on the simulator will give giddy anticipation for flights next year. Though this season did not see first solos or flight tests for our club, we did have a few badge claims. Geoff, our president and new instructor this season, managed his Silver Distance and Gold Altitude. Me, still a novice with ninety hours total at the start of the season, managed to make claims from C, Silver, Gold, to Diamond distances, duration, and altitude gains to complete all three badges this season. The complete story about how that happened is in this winter's Free Flight magazine. Making Alberta my home only two years ago, the gliding community has been a welcoming one. Each year the flying has resulted in new personal bests for me and my clubmates. Next year promises to be no exception.

Edmonton Soaring Club

– Thorsten Duebel

The 2015 flying season at the ESC had its share of ups and downs. On the upside, we had a very good year for new students. Six soloed, and four of them obtained their Glider Pilot Licence. All this teaching came at a significant toll to our instructors. The number of active instructors was fairly limited this year, resulting in a heavy load for those who were available. And while we added two instructors to the roster last year, this year we weren't so fortunate. There is an obvious need to get more of our pilots to become instructors. Thankfully, several members have expressed an interest, and an instructors' course is high on the ESC priority list for 2016. I would like to highlight a few of our other major accomplishments. Chris Gough and Bruce Friesen once again set a few records, most on the same weekend! In a borrowed Jantar no less, Chris completed a 750 km triangle, setting several personal, club, and national records, and it was the best OLC flight in Canada. Bruce flew a 400 km triangle at a speed (134 km/h) that also broke several class and national records. Bruce has earned the national trophy for the six best flights in 2015, and was the second highest scoring Canadian on the North American OLC. Very well done, gentlemen! The ESC was well represented at the 2015 Nationals which were held at the

Netook airfield near Olds, which is operated by the Alberta Air Cadet League, with CAGC hosting the event. Trevor Finney, Bruce Friesen and Chris Gough competed and they did our club proud. We offered the fifth annual Junior Camp in August, and were pleased to welcome seven participants. Our fleet is progressing as we managed to get our new Perkoz (C-GPKZ) in the air in the spring! It was a great joint effort between the importer, ESC members, our AME, the Minister's Delegate and folks from the regional Transport Canada office in Winnipeg to get all the necessary paperwork in place. In other developments, the ESC is proud to be involved in the Edmonton chapter of Freedom's Wings Canada, a national organization that provides people with disabilities the opportunity to experience recreational flying. To support these objectives and attract people with disabilities, the ESC decided in 2014 to make our clubhouse accessible for the disabled. We were successful in obtaining a cost-matching provincial government grant towards this project. A big thank you to Kary Wright and Bill Mundy who have put uncounted hours into designing the needed changes, working with suppliers and contractors and, with the help of other ESC members, putting up a lot of sweat equity. Once it's all said and done, we will have a new deck with a wheelchair ramp to get into the club house, and a fully accessible washroom. Time to celebrate our successes and work hard at overcoming the challenges thrown at us this year, and look forward to another exciting season in 2016!

Central Alberta Gliding Club

– Drew Hammond

We had a great season and had many new members join. This was the first full season with our new training fleet of the L-23 and the Puchacz, and they generated added enthusiasm for flying. It was also a season when we tried to concentrate on flying instead of hangar repairs, and that also generated more flying. Several of our students accomplished their first solo, and we licensed another member this year. No significant incidents or accidents occurred this year and that is a tremendous deal when sharing runways with itinerant traffic and a skydiving school. Every year the airport seems to get more and more traffic, which adds an extra load to pilots and students alike. With the Canadian Nationals being held in western Canada this year, CAGC decided to be the host club. The venue was chosen to be Olds-Netook Gliding Center as opposed to our home club at Innisfail airport mostly to avoid all the traffic described above. A very big thank you to the Air Cadet League of Alberta for allowing us to use their great facilities. We may try and hold an annual contest there each Canada Day long weekend, standby for more details. We all pulled together to organize and prepare the facility to make it contest-friendly, and our whole operation moved to Netook. All we needed to make it a grand success was appropriate weather. Mother Nature fell a little short of ideal – the contest needed to be extended an extra day to make it official. The whole story is

fully told in the 2015/3 issue of freeflight. With few of our club members having any exposure to contest soaring, the whole experience was an eye-opener. The social planning and participation of the Air Cadet Squadrons and community groups ensured we were well fed. The movie nights were fun, watching hockey playoffs on the big screen in the briefing room was unique to a gliding contest too, I'm sure. It was special having some faces from contests past participate in the organization, and an appearance at the pilot meeting by Justin Wills was a special treat. Thanks to everyone who came out and helped or participated. Even with the poor weather we think everyone left happy. It is always interesting to see the diversity of our membership coming together with a common interest. We try and provide a welcoming environment and incorporate social activities into our gliding weekends by holding BBQs and community breakfasts while participating with the Innisfail Flying Club in their social activities too. This was probably one of our most successful flying years in our 26 years of existence. We are looking forward to improving that again next year!

Saskatoon Soaring Club

– Ian Barrett

The club was privileged to host the SAC AGM in March. We had 28 people in attendance at the AGM and the cross country seminar in the afternoon. It was a great opportunity for the club pilots to rub shoulders with fellow pilots from across the country and to learn more about what SAC does for our sport. The dinner guest speaker, acrobatic pilot Stefan Trischuk, from the television series "Airshow", was well received and the question and answer session with him was very lively. Though there were many flying days in the early season there was limited soaring due to smoke haze. Training flights went on throughout the summer with the majority from August through October. The busiest day of the season took place in September when we had a combination of 25 aerotows and winch launches on a single day. The club had just over 400 aerotows (10+ year high) and 36 winch launches. Three members were licensed and a former member returned to flying status. One pilot (Roy), travelled to Nephi, UT with his glider for the second time in as many years, logging many good flights. Roy also flew at Cowley again this year. Skyler flew his L-33 from Invermere, BC for a few weeks. The club has been flying at the Cudworth Airport (CJD2) since 1989. We have had some concerns in the last year about the town of Cudworth maintaining the airport in the long term; however, we hope to have an agreement in writing for continued and long term use of the airport early in 2016. We had one aircraft with minor damage during ground handling but a safe year overall. In general it was an active year with another membership increase, an increase in flights and training, and a new club plane added to our fleet. The year was also positive financially, putting us in a very good financial position at the end of 2015. We thank SAC for all the good work it is doing to support our sport. The safety grants, student

bursaries, the safety committee work and other initiatives are gratefully acknowledged.

Prince Albert Gliding & Soaring Club

– Keith Andrews

The weather this year was better than last year. We flew on 25 days and accomplished 203 flights for a total 38:06 hours. Flying started in earnest on 18 May, and we continued flying up to 4 December and worked on getting the gliders ready for the 2016 season.

Winnipeg Gliding Club

– Kelly Allardyce

2015 was a decent year for the Winnipeg Gliding Club. This spring we had a more reasonable mid-April start which helped the club post 744 flights for the year. A good improvement over both the 2013 and 2014 seasons but not as great as the 952 we did in 2012. I believe even better numbers could have been achieved had we not been hampered by the smoke from forest fires in three provinces to the west and mid-August rains and wind. Student activities have changed in the last few years with more new members coming to us from other flying backgrounds. Two new members who are professional pilots joined us this year and they soloed and licensed in short order. Their commercial and military experience likely helped. We also had two students license this year. At season end, there were two solo pilots who will likely license early next season. The club is in a good financial position; however, planned near term investments in infrastructure and equipment upgrades will have an impact on the club's cash position. Late in the season, we had an accident that resulted in substantial damage to the club Astir CS. Fortunately the pilot was uninjured. Overall, 2015 was a good season for the club and we hope to build on this success in 2016 with the major focus for 2016 being club infrastructure and equipment upgrades.

Great Lakes Gliding

– David Donaldson

We had a decrease in member numbers. I have an opinion as to the cause and have worked very hard to fix it. I did get some comments that my efforts were paying off, but it is a slow process. Of note, both last spring and this past fall we had ships stationed at The Ridge in PA to provide other opportunities for our members.

London Soaring Club

– Chris Eaves

In early September our towplane had an incident with its landing gear resulting in it being out of action for almost all the remaining season. Finding the right parts for an aircraft that's over 50 years old can be challenging! The result was our number of flights was down significantly. This was the first year that we used our new membership payment options. In an effort to retain and recruit new members the club introduced flexibility when and how much members pay to join and fly. Membership

dues can be paid fully at the first of the year or paid \$200 per month until fully paid. Until membership is paid in full the cost per tow is double. Glider usage is free! Besides the usual intro flights and "4-pack" memberships, we now offer monthly memberships at \$200 per month. So a returning member or new member can fly after paying the SAC fee plus \$200 for a month. Again tows cost double under this plan and glider usage is free! We found this flexibility and a low student membership cost drew in new members, mostly young people. This winter we'll continue having workshops every second Saturday where members and non-members speak about soaring and non-soaring related subjects. We enjoy learning from other aerosport enthusiasts how they enjoy the sky. Members worked on club gliders in past winters and they're all in top shape. Members find they enjoy this activity while at the same time learn about them mechanically.

SOSA

– **John Brennan**

The SOSA board has worked over the past year to update and improve the efficiency of our operations. Many of our newer members do not have as much free time as did their predecessors. Twenty-five years ago, most of our members had more free time than money. Back then, the post-war model of low cost flying, subsidized by broad-based volunteer labour worked well. In recent years, we have lost a number of members because they could not find enough free time to both fly and to perform club duties. It is time for us to listen to the feedback of those who leave us and to adapt our operations to meet the needs of new members. Over the past few years, we have simply replaced departing members with new students – we are NOT growing our membership. We are consuming vast training resources, training new members while current members leave us. We are in the final stages of developing a proactive recruitment plan to grow and build our membership base. In the recent past, we depended on air shows and other aviation-themed events to attract new members. These efforts have proven to be ineffective and very time consuming. We will be using a strong social media campaign to build awareness for SOSA and soaring in general. The introduction of a new flight line management software will reduce the workload on the flight line and will also reduce the enormous amount of back office work required under our current system. We will test a pre-booking training program for both pre-solo and post solo students. Weekend and holiday mornings (08:30 – 12:00) will be devoted to pre-booked student training. Student training will continue to be offered throughout the day if instructors are so inclined, but will not be pre-booked. We plan to clearly spell out our expectations for new student members. Learning to fly requires personal discipline, dedication, tenacity and commitment. Students need to understand that instructors are not standing around all day, hoping for a student to show up. In addition, we will offer a number of week-long courses ranging from accelerated

training, cross-country clinics, youth camps and comprehensive ground school training. Our CFI, Paul Parker, introduced a number of improvements to assist the instructor body do a better and more professional training job. Paul began a confidential feedback program where members were asked to evaluate instructor teaching performance. He also re-established regular instructor meetings which help the in-structor body compare notes and provided essential updates on student performance. His personal commitment to cross-country flying persuaded a number of us to record our flights on the OLC. We owe Paul a special 'Thank You' for his leadership. Hans Juergensen developed a 'Progress Ride' which has been endorsed by the instructor body. Students in 2016 will be required to fly with a designated instructor to determine how well their training is progressing. The intention of this program is to provide positive feedback to each student and to improve on any areas of training weakness. Finally, I want to thank all of the hard working volunteers who make SOSA function and my fellow board members, for their dedication and hard work.

Toronto Soaring

– **Tasneem Hashmi**

Toronto Soaring had a very good 2015 season with more active flying days than any other year and lots of pot luck events. Membership is stable and around 25-30 with a few students. Every season we keep seeing more and more wind mills to the east and also a lot of powered aircraft flying past the field. We will have FLARM in our club ships this season and recommending all private owners do the same. We have a 1-26 for sale if anyone is interested. Our primary goal for this season is Zero safety incidents.

York Soaring

– **Jim Fryett**

The main hangar had been constructed in the late 1970s and much work has been done to improve it. We are greatly delighted with the results of this project: movement of aircraft in the hangar is much easier; condensation from within the building has been eliminated; operation of the hangar doors are now smoother and safer. Of course, all this came at a cost, which for the first time in our history required a bank loan for this infrastructure improvement. Fortunately, the value of our club assets and income was sufficient for us to arrange financing. The need for additional accommodation became apparent due to the significant increase in summer camp inquiries. This resulted in construction of a third bunk house in the campground. Flying activities fell within our average range again this year despite a goal of 3500 flights for the year. We were off to a good start with the ASK-21 in Florida for the winter. This attracted a lot of activity including use by other SAC members. As a result, it is in Florida again this winter at Seminole. The final tally at the end of year is 2913 flights, slightly above our last six-year average. The most outstanding accomplishment of 2015

was the extraordinary effort put forward by our instructors resulting in licensing of 22 new pilots. Ab initio training is not the only instruction we do at York: there is the introduction to cross-country with the Bronze Badge program, plus our aerobatics training. While these courses are not as intense as the basic training, it does involve the time and effort of our senior instructors as well as keeping our two-seaters in the air for much of the summer. An end-of-season tradition continued again this year with the expedition to Vermont. The following account by Stan Martin tells the story: The Sugarbush wave camp has become a yearly tradition at York Soaring. Wave conditions at Sugarbush can be challenging. Fall conditions are often very moist. Thick cloud is the norm. The mountains are close coupled. Rotor and cloud can descend right over the field making landings and maneuvering above the field technically interesting. It is not uncommon for bands of thick cloud to roll over the mountain and break open just short of the field. They open in an endless narrow river of deep blue sky over the valley. Looking from above they form and reform like an ever-changing rift, molded and shaped by the air streaming off the high points and swirling back against the lower cuts of the mountains uneven edge. For the pilot, a watchful eye is imperative. Pilots have to be prepared to descend at speed. For when the air mass slackens, by as little as a couple of knots, the entire valley can close up cutting off any view of the ground. A good GPS, map and strong nerves are mandatory in the cockpit when conditions like this exist. It is common to hear pilots talk of coming down through a hole hardly big enough to turn in and watching it close up above them. Yet it is the same conditions that offer up some of the most fantastic views. Towering rolling clouds extending up 1500-2000 feet and more come crashing into the valley, seemingly vertical at times. They are like a giant waterfall coming down and melting into a light mist and broken cloud over the valley trees. A glider ascending close by these sheer white cliffs, suddenly breaks into open brilliant skies, rising above the surrounding gap at 8-10-12 knots. Climbing up and out of the cut, it quickly becomes a small seam in an endless deck of cloud thousands of feet below. The weather can become cold. Snow on the ground is not unusual. In these conditions clouds coming off the mountain can become scattered with narrow bands of snow showers. Sun shining through the streamers lights up the area with a glow that is something to see. It is like a dance of coloured ribbons and sun. It can be an amazing place at times like this. Vermont in the mountains is a place out of time. The hills are filled with farms. The valleys are cut with narrow country highways, forest covers the hills and surround the roads. Periodically the landscape widens into small villages and towns. The area is a tourist mecca with period wooden buildings, golf courses, country stores and cattle. It is not uncommon to meet up with riders on horseback or cyclists passing through. There is lots to do on off days from sightseeing, golf, or heading to the lake to have fresh caught fish for dinner. It can be a very rich experience.

Sitting by the fire after a long pleasant day with a glass of your favorite distraction is the norm. The fall Vermont soaring tradition started deep in my past when I was with the Erin Soaring Club. That was some 30 years distant. I am pleased that it has now become a yearly event at York. With many eager pilots and many who often return year after year, it really has become a new tradition for York Soaring and its members. Myself, I never tire of those moments in the fall. A more fitting away to celebrate the year and tie the season together is hard to find.

New projects for 2016 Property infrastructure continues to be a concern as the club ages and the need for maintenance and improvements continue. Our campground underwent a minor refitting with the refurbishment of the campfire area last spring to respond to the requirements of the local municipal fire by-law. We are expecting to upgrade the electrical and water distribution this summer. Radios have been purchased and due to be installed in the singles. In addition, instrumentation will be upgraded with the addition of improved variometers and computers to facilitate better performance and cross-country flying. The Canadian National Soaring Championship is returning to York Soaring this August. We are looking forward to sharing our facilities with competition pilots from across Canada. In addition to the Board, a number of key members in the club continue to provide a wealth of experience and generous use of volunteered time to keep the operation running smoothly. Our bookkeeping system provides the entire membership with accurate reporting and records for all aspects of our flying and personal accounts. This system has been a cornerstone of our board meetings and planning process. We look forward to the new soaring season.

Bonnechere Soaring

– David Beeching

Bonnechere Soaring had a fairly uneventful year with no accidents or incidents. As we have a small number of pilots and with the odd weekend of bad weather and members summer vacations, we managed to log only 36 glider flights in 2015. We are all looking forward to a more prosperous flying season for 2016.

Gatineau Gliding Club

– Roger Hildesheim

2015 started off with the joint GGC/RVSS winter ground school being held in Ottawa from January through March. This ground school has been jointly managed by both clubs for over 25 years and is a great example of how local clubs can work together toward a mutual benefit.

Flight operations started in March in spite of the heavy snowfall during the winter thanks to a few passes of the tractor/snowblower down runway 26/08. Having a paved runway to operate from typically allows GGC to start flight operations 4-6 weeks earlier than other local grass airfields. April saw three GGC members go to Tennessee as part

of the Canadian team for the 1st Pan American Gliding Championships: Jarek Twardowski (team captain), Dan Daly (crew), and Roger Hildesheim (pilot). The 70 degree weather in Tennessee was in contrast to needing to fire up the tractor/snowblower in order to access Roger's glider trailer in the hangar at Pendleton! In late April, Jacques Asselin and Dan Daly headed off to the ridges of Pennsylvania and earned their 300km and 500 km diamond distance flights respectively.

Early May saw the first flight of our newly acquired SZD Junior. Pilot reviews have been very positive and the glider spent most of the summer of 2015 in the air.

The annual GGC MayFly "fun" competition was another resounding success with 24 competitors and three great flying days over the Victoria Day long weekend. If you are interested in finding out more about what MayFly is all about, go to the "MayFly" tab on the GGC website, www.gatineauglidingclub.ca

Our annual lobster party was held in June with many club members and families in attendance. We also managed to conduct two flying weeks in 2015, one in July and another in August. These were in addition to the regular mid-week flying days that are held during the summer at GGC.

After almost 38 years of continuous use, we undertook a mid-life refit project for our Citabria towplane. A small army of GGC members worked throughout the summer stripping and recovering the wings and managed to get the Citabria back into the air by August. The Citabria was then dismantled again in the fall for a complete internal and fabric overhaul on the fuselage. It is currently on track to be fully completed and in the air by April 2016.

Flight training was very active with six students being sent solo and another six solo pilots earning their glider pilot licences.

GGC/MSC & RVSS members once again descended upon the local airport in Lake Placid for the annual fall wave camp. We enjoyed three really good wave days with multiple Diamond climbs. It was also good to host a team of intrepid glider pilots from SOSA with their ASK-21. We hope to see our SOSA friends again in the fall of 2016.

Montreal Soaring Council (MSC)

– Greg Bennett

The year 2015 was surprisingly good for MSC with our budget and projections following along the anticipated path set out at the start of the season. Our active student participation reflected positively on the total number of flights and a younger crowd often pitched in to offer assistance around the clubhouse as requested by the directors.

We did not take our DUO to Florida but it was available for a week to all members in April at Tom Knauff's airfield on the Ridge in

Pennsylvania. The weather cooperated and a few records were set by members of club. Our CFI and his team of instructors kept one of our towplanes and one of our young tow pilots busy most every soarable day. One mishap involving a prop strike in late summer is an ongoing issue but we are expecting everything to be in order by April, 2016.

The party crowd brought back memories of the "good ole days" leaving a good atmosphere for members and guests. It is important to have fun even on poor weather days, so group activities were arranged frequently to accommodate this.

In September we decided to let our neighbour club GGC do all the towing at our Wave Camp in Lake Placid, New York. Once again the operation was a tremendous success with records made and personal bests made, over a four week period.

Rideau Valley Soaring School

– George Domaradzki

Our membership in 2015 was 44. This is lower than the previous high of 51 in 2014. But it is higher than the 38 average for the last ten years. We have an overall turnover rate of 34%, but it is mainly new members who leave. The attrition for people who have been members for more than two years is 14%. In spite of the high turnover, we are able to retain our numbers by attracting new members. We have achieved this mainly by running a ground school in the Ottawa area that always seems to attract many participants. We also run an attractive website that brings in many who are interested in taking introductory flights. Some of these go on to joining the club. Despite the drop in membership, we had an increase in overall operations. We had gliding operations on 79 days – up from 71 the year before. We had 951 glider flights – up from 888 the previous year; 881 of these were in our five club ships – up from 814 the year before. We added two more instructors to our roster. This goes a long way to help alleviate the burden on all our instructors. Two pilots attended GGC MayFly. Though there was only one good day, they came in first and third. Our club is well on its way to adopting FLARM. The club will now have three of its ships equipped with PowerFlarm, and private members are on their way to adopting this technology.

AVV Champlain

– Pierre Cypihot

En 2015, l'association de vol à voile Champlain fêtait ses 50 ans. Plusieurs activités ont été organisées pour l'occasion dont une compétition régionale. La météo n'a permise qu'une seule journée de vol pour les dix participants, mais une belle expérience pour les organisateurs. 62 membres étaient inscrits au club en 2015, soit sept de moins que 2014 et 15 de moins que 2013. Le club peut compter sur une quarantaine de membres réguliers à travers les années. Moins d'élèves pilotes explique la variation du nombre de membre. L'ensemble de la flotte de planeur ont fait 1011 vols, soit 90 et 127 de moins qu'en

2014 et 2013. 70 jours d'opération en 2015 aussi en baisse de six et sept comparativement aux années précédentes explique la baisse du nombre de vol. Le club travaille fort chaque année pour augmenter le nombre de jour de vol en semaine.

Du côté de la sécurité, on dénote une baisse d'incident pour 2015. Malheureusement le club devra remplacer un monoplace d'entraînement suite à un accident. La flotte de planeur privé s'améliore chaque année, le club a d'ailleurs eu le premier planeur moteur à réaction jet au Canada. L'amélioration du pilotage de nos circuiseurs contribue à nous garder encore en 4ième position OLC, plus de kilomètres malgré des journées de météo plutôt moyenne. Surprise pour un 18 octobre un vol de 326 km à 100km/h et le 26 juin un vol en LS8 de 500 km à 83 km/h de moyenne ont été fait à partir de notre club qui est situé en plaine. La voltige ajoutée au dynamisme au club depuis plusieurs années, en 2015 le club offre des vols de voltige au grand public.

In 2015, Association de vol à voile Champlain celebrated its 50th anniversary. Several activities were organized for the occasion one of which was a regional competition. The weather only allowed one day of competition for the ten participants, but a beautiful experience for the organizers. 62 members were registered in 2015, which is seven less than 2014 and 15 less than 2013. The club can count on 40 recurrent members through the years. Fewer student pilots explain the variation in memberships. Our fleet made 1011 flights, compared with 1101 in 2014 and 1138 in 2013. We operated a total of 70 days in 2015 also a decline of 6 and 7 days compared to the two previous years which explains the fall in the number of flights. The club works each year on increasing the number of flights during weekdays. On the safety side, we had a decline in incidents for 2015. The fleet of private sailplanes improves each year. Our club had the first jet engine sailplane in Canada. Our members piloting improvement contributes to keep us in fourth position with OLC, more kilometres in spite of this year's weather. On 18 October a flight of 326 km was made with an average of 100 km/h and on 26 June a flight in an LS8 of 500 km at 83 km/h average were done from our club that is located in a plain area. The aerobatic flights have added dynamic to the club for several years, in 2015 the club offered aerobatic flights to the general public.

CVV Québec

– Pierre Beaulieu

L'année 2015, malgré une météo pas très généreuse se termine par un bilan positif et très encourageant. Nous avons débuté l'année avec 54 membres, de ce nombre il y a eu 8 départs mais 15 nouveaux se sont ajoutés avec le résultat final de 61 membres.

Notez que c'est la première fois en plus de dix ans que le nombre de membre augmente et l'ambiance est à son comble. Le nombre de vol a par le fait même augmenté passant de 1185 en 2014 à 1500 en 2015.

En 2015 nous nous sommes attaqués au bruit de nos remorqueurs, après plusieurs démarches, nous avons remplacé l'hélice du pawnee par une 4 pales en composite et nous avons changé l'angle de celle du Citabria avec le résultat très convainquant pour le pawnee mais pour le citabria nous envisageons un remplacement.

Grosse année au niveau des infrastructures, nous avons enfin remplacé le vieux club-house par un nouveau chalet tout neuf. Nous avons aussi fait refaire la fondation d'un grand hangar de planeur, donc des dépenses importantes mais qui donne un coup de jeunesse au club. Pas de changement sur la flotte, le club possède toujours 4 planeurs 2 places et 3 planeurs monoplaces en plus des deux avions remorqueurs. Il y a 12 planeurs privés propriété de 19 membres.

Tous les appareils club et privés sont équipés de Power Flarms, c'est obligatoire au CVVQ.

Bref c'est une année très positive et nous avons déjà plusieurs prospects pour 2016 et un cours théorique débute sous peu, mon souhait serait de terminer 2016 avec 70 membres !

Weather conditions were not the best we could expect but 2015 ended with an encouraging result. We started 2015 year with 54 members but in spite of everything we finished with 61 members. That affected the number of flights, which increased to 1500 from 1185. We made some changes to reduce towplane noise. We changed the propeller on the Pawnee and changed the pitch on the Citabria. It was a good result for the Pawnee but we still have to work on the Citabria. After many years of discussion, we finally replaced the old clubhouse with a brand new chalet and we also repaired the foundations of a big hangar. So this year we invested \$100,000 in towplanes and infrastructure.

The composition of the club and private fleet is: CLUB: 2 towplanes, 4 trainers and 3 single seat; PRIVATE: 12 single seaters owned by 19 members. All planes and gliders are equipped with PowerFLARM. This is very encouraging for 2016, ground school begins soon and we already have new members coming. Our objective is to end 2016 with 70 members.

Aéroclub des cantons de l'est

– Marc Arsenault

La météo combiné aux obligations professionnelles de nos membres ont fait en sorte que 2015 aura été une saison assez lente à l'ACE. Nous avons 11 membres dont deux en formation. Notre flotte s'établit à 5 appareils tous équipés obligatoirement de Flarms. Remorqueur : HK 36 TTS Planeurs : Duo Discus, LS 4, ASG 29 and ASH 31

La saison s'est terminée avec notre sortie annuelle à Sugarbush. D'excellentes conditions bien que brèves ont permis un vol à FL182. Sur un autre point de vue en matière de sécurité, il est important de noter que nous avons observé une quantité croissante d'incidents de vol

impliquants des aéronefs venant de l'extérieur. CZBM est situé à l'intérieur d'un espace aérien réglementé (MF). Plusieurs aéronefs pénètrent la zone en dérogations des communications et procédures requises par le RAC. Ces incidents tout aussi farfelus que parfois dangereux expose une tendance peu rassurante. Bien entendu, la vigilance comme toujours a sa place dans nos opérations.

Weather, combined with professional obligations for our members, made for a slow year at ACE. We currently have 11 members, with two in training. Our fleet stands at five aircraft all mandatorily equipped with Flarm. Towplane: HK 36 TTS Gliders: Duo Discus, LS 4, ASG 29 and ASH 31 We concluded our season at Sugarbush. Excellent conditions, although within a short window, allowed a flight to FL182. On another safety matter, it is important to note that we observed an increasing quantity of flight incidents involving visiting aircraft. CZBM is situated within regulated airspace (MF). Many aircraft penetrate the airspace derogating CARS in communication and procedures. These incidents – sometimes wacky, sometimes downright dangerous – expose a not reassuring tendency. Of course, vigilance is always mandated.

Air Currency Enhancement Society

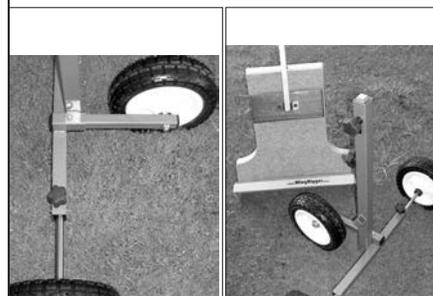
– Neil Wolthers

ACES flew one club glider and one private glider in 2015 for a total of 26 flights and just under five hours air time.

We signed up a few new members, and the 2-22 restoration progressed quite a bit. We are actually working weekly on this now, and have contracted an AME to work actively on the project. It was a bit of a slow year, but a few of the new members are quite active, especially in the restoration job.

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FAI records Roger Hildesheim

Current records table link is;

<http://www.sac.ca/website/index.php/en/documents/badges-and-records/records/490-current-canadian-records/file>

The following Canadian soaring records claims have been approved:

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 02 December 2015, Bitterwasser, Namibia
Record Type: 200km Speed to Goal, Citizen (Open, Multiplace)
FAI Category: SAC
Sailplane Type: Arcus E, D-KWKU
Speed: 154.3 km/h
Task: Start *S 23°39.000'E 016°18.000'*, Finish *S 26°04.000'E 016°48.000'*
Previous Record: Adam Zieba 151.7 km/h, (Open 2010), Multiplace unclaimed

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 02 December 2015, Bitterwasser, Namibia
Record Type: 100km Speed to Goal, Citizen, Multiplace
FAI Category: SAC
Sailplane Type: Arcus E, D-KWKU
Speed: 154.3 km/h
Task: Start *S 23°39.000'E 016°18.000'*, Finish *S 26°04.000'E 016°48.000'*
Previous Record: Charles & Kris Yeates 127.0 km/h, (2009)

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: Triangle Distance, Citizen (Open, Multiplace)
FAI Category: FAI 3.1.5 g
Sailplane Type: Arcus E, D-KWKU
Distance: 1017.3 km
Task: Start/Finish *S 23°51.883'E 017°59.800'*, TP#1 *S 22°48.000'E 019°11.000'*, TP#2 *S 23°39.000'E 016°18.000'*, TP#3 *S 26°04.000'E 016°48.000'*
Previous Record: Peter Masak 1007.0 km (Open 1987), Multiplace unclaimed

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: 1000 km Speed Triangle, Citizen (Open, Multiplace)
FAI Category: FAI 3.1.6 b
Sailplane Type: Arcus E, D-KWKU
Speed: 133.3 km/h
Task: Start/Finish *S 23°51.883'E 017°59.800'*, TP#1 *S 22°48.000'E 019°11.000'*, TP#2 *S 23°39.000'E 016°18.000'*, TP#3 *S 26°04.000'E 016°48.000'*
Previous Record: Peter Masak 106.5 km/h (Open 1987), Multiplace unclaimed

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: 750 km Speed Triangle, Citizen (Open, Multiplace)
FAI Category: FAI 3.1.6 b
Sailplane Type: Arcus E, D-KWKU
Speed: 133.3 km/h
Task: Start/Finish *S 23°51.883'E 017°59.800'*, TP#1 *S 22°48.000'E 019°11.000'*, TP#2 *S 23°39.000'E 016°18.000'*, TP#3 *S 26°04.000'E 016°48.000'*
Previous Record: Spencer Robinson 118.7 km/h, (Open 2003) Multiplace unclaimed

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: Free Triangle Distance, Citizen (Open, Multiplace)
FAI Category: FAI 3.1.5 h
Sailplane Type: Arcus E, D-KWKU
Distance: 1022.9 km
Task: Start/Finish *S 23°51.883'E 017°59.800'*, TP#1 *S 22°47.729'E 019°11.154'*, TP#2 *S 23°38.028'E 016°17.959'*, TP#3 *S 26°04.521'E 016°47.997'*
Previous Record: Charles & Kris Yeates 590.0 km (Multiplace 2008), Open unclaimed

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: 3 Turnpoint Distance, Citizen (Multiplace)
FAI Category: FAI 3.1.5 e
Sailplane Type: Arcus E, D-KWKU
Distance: 1050.8 km
Task: Start *S 23°51.883'E 017°59.800'*, TP#1 *S 22°48.000'E 019°11.000'*, TP#2 *S 23°39.000'E 016°18.000'*, TP#3 *S 26°04.000'E 016°48.000'*, Finish *S 23°40.853'E 018°11.523'*
Previous Record: Charles & Kris Yeates 406.5 km, (2009)

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: Free 3 Turnpoint Distance, Citizen (Multiplace)
FAI Category: FAI 3.1.4 f
Sailplane Type: Arcus E, D-KWKU
Distance: 1057.4 km
Task: Start *S 23°53.731'E 017°59.412'*, TP#1 *S 22°47.729'E 019°11.154'*, TP#2 *S 23°38.028'E 016°17.959'*, TP#3 *S 26°04.521'E 016°47.997'*, Finish *S 23°39.651'E 018°08.559'*
Previous Record: Charles & Kris Yeates 391.7 km (1999)

Pilots: Thomas Stieber (P1) and Joerg Stieber (P2)
Date/Place: 04 December 2015, Bitterwasser, Namibia
Record Type: 300 km Speed to Goal, Citizen (Multiplace)
FAI Category: SAC
Sailplane Type: Arcus E, D-KWKU
Speed: 144.4 km/h
Task: Start *S 22°48.000'E 019°11.000'*, Finish *S 23°39.000'E 016°18.000'*
Previous Record: J. Proudfoot & G. Fitzhugh, 70.2 km/h (1981)

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 05 December 2015, Bitterwasser, Namibia
Record Type: 100 km Speed to Goal, Citizen (Multiplace)
FAI Category: SAC
Sailplane Type: Arcus E, D-KWKU
Speed: 182.2 km/h
Task: Start *S 24°00.800'E 017°44.683'*, Finish *S 23°39.000'E 016°18.000'*
Previous Record: Michael & Thomas Stieber 154.3 km/h (2015)

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 05 December 2015, Bitterwasser, Namibia
Record Type: 400 km Speed Triangle, Citizen (Open, Multiplace)
FAI Category: SAC
Sailplane Type: Arcus E, D-KWKU
Speed: 150.6 km/h
Task: Start/Finish *S 24°00.800'E 017°44.683'*, TP#1 *S 23°39.000'E 016°18.000'*, TP#2 *S 24°51.067'E 016°57.300'*
Previous Record: Rolf Siebert 140.1 km/h (Open 2004), Charles & Kris Yeates 111.7 km/h (Multiplace 2009)

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 05 December 2015, Bitterwasser, Namibia
Record Type: 300 km Speed Triangle, Citizen (Open, Multiplace)
FAI Category: FAI 3.1.6 b
Sailplane Type: Arcus E, D-KWKU
Speed: 150.6 km/h
Task: Start/Finish *S 24°00.800'E 017°44.683'*, TP#1 *S 23°39.000'E 016°18.000'*, TP#2 *S 24°51.067'E 016°57.300'*
Previous Record: Peter Masak 148.9 km/h (Open 1985), Ian Spence & J-R Faliu 128.5 km/h (Multiplace 1991)

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 05 December 2015, Bitterwasser, Namibia
Record Type: 200 km Speed Triangle, Citizen (Open, Multiplace)
FAI Category: SAC
Sailplane Type: Arcus E, D-KWKU
Speed: 150.6 km/h
Task: Start/Finish *S 24°00.800'E 017°44.683'*, TP#1 *S 23°39.000'E 016°18.000'*, TP#2 *S 24°51.067'E 016°57.300'*
Previous Record: Charles Yeates 116.3 km/h (Open 1994), Dave Springford & Pat Templeton 108.5 km/h (Multiplace 2002)

Pilots: Michael Stieber (P1) and Thomas Stieber (P2)
Date/Place: 05 December 2015, Bitterwasser, Namibia
Record Type: 100 km Speed Triangle, Citizen (Multiplace)
FAI Category: FAI 3.1.6 b
Sailplane Type: Arcus E, D-KWKU
Speed: 150.6 km/h
Task: Start/Finish *S 24°00.800'E 017°44.683'*, TP#1 *S 23°39.000'E 016°18.000'*, TP#2 *S 24°51.067'E 016°57.300'*
Previous Record: Charles & Kris Yeates 125.6 km/h Multiplace

First Canadian Landout Retrieve Crew 2016



Late Breaking News

An Appeal to Help Rebuild

Pavan Kumar Lethbridge Soaring Club

Freeflight 2016/1 had a story about how we acquired a glider to provide Freedoms Wings flights to local residents. We had a large setback when our canvas quonset was destroyed by strong winds. We're committed to rebuild and continue, no matter what. To build something a lot stronger and permanent we need help to buy the raw materials. Community support and our volunteer labour will build it. Help us so we can keep volunteering and giving back to the community for a very long time to come. We have a crowdfunding attempt with the link www.gofundme.com/shelterforLSC Share this link with everyone you know, especially anyone who knows someone with a disability (of any kind) or who loves aviation. Here's my personal email address, should you have any questions: reese154@hotmail.com

Visiting clubs and pilots could have a safe place from a hail storm. Tow planes would be safe. This would bring visitors and tourists to the site as well and expand the flying season. People would then also visit our local towns and attractions at Pincher Creek, Lundbreck falls, Frank Slide, or Head Smashed In Buffalo Jump. Our shelter is what enables us to make flying practical and possible. In order to live up to the responsibilities we've been entrusted with by Freedom's Wings, we ask help to build a safer structure. ❖

An Early Start in Alberta (and An Early Landout)

Phil Stade Cu Nim

February made history at Cu Nim, as likely the warmest ever for southern Alberta. We had seven flying days starting 7 February! DG-303 - 6 pilots flew 11 flights for a total of 6.0 hours. K-21 - 5 instructors completed their spring check flights. Five licensed pilots

completed their spring check flights. Four students received instruction. One intro flight was given. In total - 33 flights for 10.2 hours. In addition, Chester Fitchett flew a very respectable 5-hour wave flight out of Claresholm on 28 January (almost February) and Gerald Ince and Guy Peasley had two flights in their Duo-Discus for 55 minutes on 19 February. This is shaping up to be a very good year! (Editor's note: *After Phil bragged about this, he had the following experience. Pride Goeth Before A Fall From The Sky. Beware The Ides Of March.*)

March 16 was a day I couldn't resist heading out and declared a 300 km FAI triangle. Great lift was the good side of the equation but the long cloud streets with heavy virga made moving east or west a challenge. Our DG1000 did its part in getting me an OLC distance of 340 km. but it failed when I decided to invest my 10,000ft to get west to sunshine and better lift even when I had some lift where I was. First Canadian landout of 2016. (Ed. Note: *You'd think that as a retired banker, Phil would understand "invest" vs "squander."*) ❖

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Jeff Carew - jcarew@xu-aviation.com



Krzysztof Wiercioch above Lake Keepit, Australia.

Magazines

GLIDING AUSTRALIA – the bimonthly journal of the Gliding Federation of Australia. <www.soaring.org.au>. International rates for on-line access.

SAILPLANE & GLIDING – the bimonthly journal of the BGA. £41.50/yr airmail, £25.75 surface. <www.gliding.co.uk/sailplaneandgliding/subscriptions.htm>.

SOARING – the monthly journal of the Soaring Society of America. Sub-scriptions, US\$52. Credit cards accepted. Box 2100, Hobbs, NM 88241-2100. <feedback@ssa.org>. (505) 392-1177.

SOARING NZ – personal check or credit cards accepted, NZ\$135/yr. Subscription enquires <soaringnz@mccawmedia.co.nz>.

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Fox One Canadian distribution for instruments and software for LX Navigation, SeeYou, Becker and Dittel radios, and will continue to support Ed's former customers. For more product info, go to <www.foxone corp.com>.

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Solaire Canada Dealer for the PowerFlarm "core" (brick) and portable collision avoidance systems. Now transponder and ADSB capable and approved for use in Canada (and the USA). Also still available some new and used PDA, PNA and Dell Streak devices, various flight computers, instruments etc. Details at <www.solairecanada.com> or ed@solairecanada.com, (226) 271-5322.

Sportine Aviacija Canadian dealer for LAK sailplanes. LAK-17a – 15/18m flapped; LAK-19 – 15/18m Standard; LAK 20 2-seat 23/26m Open. <www.lak.lt>. <nick.bonniere@withonestone.com>

Windpath North American dealer for SZD-54-2 Perkoz, SZD 51-1 Junior, SZD-59 Acro, and SZD55-1. Also MDM-1 Fox, PW-6, PW-5, and Avionic trailers. Jerzy Szemplinski, <www.windpath.ca>, <info@windpath.ca>, (905) 848-1250.

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www.wgc.mb.ca

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Photo by Martin Brassard, SOSA



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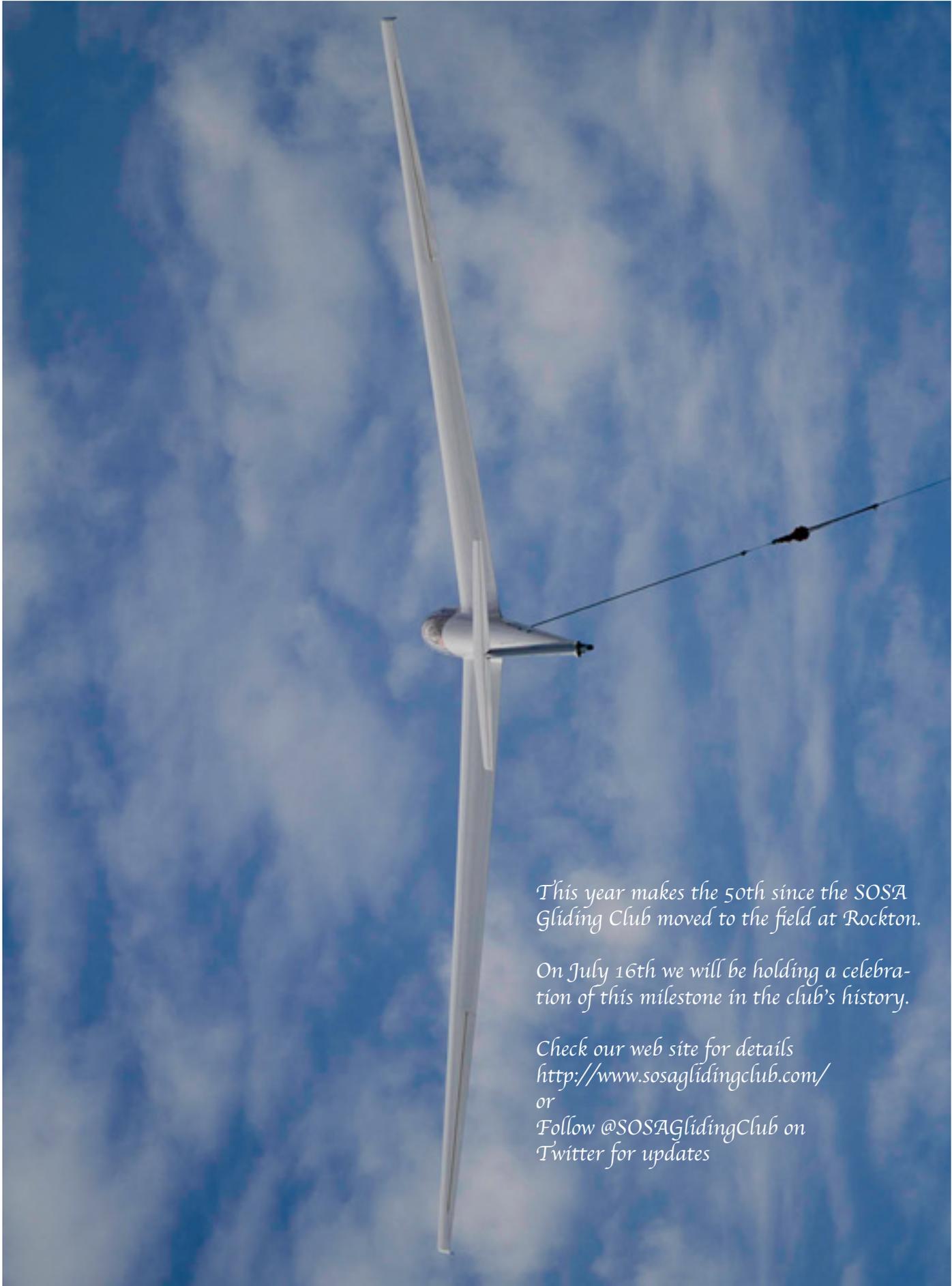
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*This year makes the 50th since the SOSA
Gliding Club moved to the field at Rockton.*

*On July 16th we will be holding a celebra-
tion of this milestone in the club's history.*

*Check our web site for details
<http://www.sosaglidingclub.com/>
or*

*Follow @SOSAGlidingClub on
Twitter for updates*

See page 36 for a story about a February start in Alberta. Here is what the Winnipeg Gliding Club looked like March 26, photos by Jay Allardyce



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