



**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2015
& 2016 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2015.

The full financial statement is available on SAC web site.

MINUTES – 2016 SAC AGM

12 March, Montreal, QC

Introduction The 71st Annual General Meeting of SAC opened at 11:24 am with 86 members present and 19 clubs represented. Fourteen clubs were represented by individuals in attendance while five clubs had representation through proxies. The meeting was called to order at 11:26 and a quorum was declared with 77% of the membership present.

Motion #1

Moved by David Donaldson, seconded by Joe Lanoë 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 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 SAC trophies were presented to the 2015 winners.

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

SAC BOARD OF DIRECTOR REPORTS

PRESIDENT – 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 to 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'élévateur ne fut pas connecté 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. En 2013 fut une année tragique pour le monde du vol à voile Canadien. Deux pilotes Canadiens expérimentés sont morts dans un accident de planeur. 4 personnes sont décédées dans un de ces 2 accidents impliquant un planeur et un petit avion. En 2012, un pilote Canadien expérimenté et compétiteur 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 qui peuvent être tragiques. 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 prochaine sai-

son. 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 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.



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 the same midair accident. In 2009, a cross-country pilot died after hitting an electric wire when outlanding. In 2007, a pilot died when he pitched to the ground when 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 that can become tragic. Security is 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 was no fatality from 1993 until 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. Next season, have this in mind on every flight.* We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the

club Safety Officer; this process 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 in clubs if we want to continue to have no fatality 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 doubt. 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:

- **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 in 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 in business to pay for his gliding.

- **Jordan Lewis** – New Alberta Zone Director for 2016 Jordan took his first glider flight in Ontario in 1995, a gift from his aunt that would cement a love of flying for a lifetime. He then joined the Air Cadet program and moved out west to the mountains. Jordan discovered the Cu Nim club in 2010 where he shares his

passion for learning and exploring XC flying. 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 ten years and hopes to share that safety culture while serving on the Board.

- **Bruce Friesen** – New Pacific Zone Director for 2016. Bruce has been fascinated with aircraft from an early age, but only after a intro flight in 1969 did he find his passion – the glider climbed, without an engine! Since 1983 he has pursued that passion to extract as much energy as possible from the atmosphere, to play chess with the sky, focusing on flying long flights in his old wooden Scarlet Lady, his Standard Austria (joined recently by her younger brother, the Discus). Not a towpilot or an instructor, Bruce hopes he can contribute to the sport of soaring in Canada as a member of the Board. He is retired and living on the West Coast, but is a bit of a soaring vagabond, enjoying flying at new sites. When not soaring, he can be found at the Canadian Museum of Flight at Langley Airport, polishing old aircraft and promoting soaring to the aviation-minded folks he meets.

PACIFIC ZONE – Bruce Friesen

The annual reports contributed by the five soaring groups in the Pacific Zone portray an active and enthusiastic soaring community. Honoured just recently to be appointed to the position of Zone Director, I have little to add except to say all my contacts to date with Pacific folks have been welcoming and filled with positive energy, which I have enjoyed very much. Looking forward to 2016, in his WASPS report Dan Cook says it all: "Anything is possible".

Alberni Valley Soaring Association – Allen Paul

The year 2015 was a very good one for the Alberni Valley Soaring Association with the club PW-5 having a record setting season for hours flown. We enjoyed plenty of soarable weather and the lowest precipitation levels in recent memory. With the glider remaining assembled in the hangar and having access to air tows seven days a week from the Vancouver Island Soaring Center (VISC), we can use the PW-5 any time and offer members and qualified visitors the opportunity to fly for several hours at a time, especially midweek.

Regular membership increased to 13 and the number of associate members who concentrated on flying the VISC PW-6 increased to seven. At last review the PW-5 log book showed 103 hours flown over 64 flights. Flights in 2015 flown by both VISC and AVSA members totalled 686. On the instructional side, the VISC PW-6 training to allow two power pilots to acquire their glider licence and two ab initio students to solo.

Our efforts in 2015 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 Arrow-smith 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 towards the end of the season 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. The reseeded grass landing area beside the runway responded well to the summer growing season and the grass surface filled in nicely. Next summer will see the paved runway lengthened by 1000 feet and widened to 100 feet. The grass runway will also increase in length and width and the larger footprint will provide an additional safety margin to our operations.

In August, the RCAF at 19 Wing Comox hosted their biennial airshow on Vancouver Island. The VISC PW-6 glider and trailer and several club members made it over the Alberni hump and set up in the airshow static display area. With the trailer decked out in attractive "Let's Go Gliding" decals and the PW-6 strategically located viewing area next to the air demonstration, we were pleased with the response. We had many visitors to the display and a lineup for cockpit familiarization photos.

The year 2015 was another step forward for our growing club. 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 with the first flight on 22 March. We had our club AGM on 11 April. As is the tradition, rigging of the club 2-33 was carried out in the afternoon by those members present. Several check flights followed as time permitted. The last soaring flight was made on 13 October.

Scholarship Students. 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.

Safety 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. One glider incident was reported to SAC's Safety Officer. The club 1-26 received tail damage due to a short hard landing.

Season Soaring Review Strong spring thermals in the valley lead 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. That is not to say VSA hasn't had its fair share of excitement to keep its members on their toes, including two short landings in the tall grass resulting in ground loops.

Thankfully the 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. The units have been purchased, and during the course of the winter and spring, the rest of VSA's club gliders will be equipped. This is in addition to the FLARMS already installed in its DG-505 as well as a portable unit that can be swapped from one towplane to the other. 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. While BC was suffering from drought, soaring achievements certainly didn't suffer. Some awesome flights were done from Hope and most of those uploaded to the OLC. The good soaring conditions in 2016 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.
- All of VSA's documents, administration, and general members' communications and rostering was migrated to the Vancouver Soaring Google Group.
- 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.
- Towplane AXQ was refurbished completely.
- 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,
- Ten 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.
- DG-300 "A7" joined the club fleet, replacing the old L33 sold in 2014.
- Three courses were held to cater for both ab-initio students as well students who needed that final push to go solo. The 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 which six have already signed up for, and that Dan Cook has agreed to instruct. 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.

The old hangar, which has served the club well for about 20 years, is now considered to be at the end of its life, so a project has been started in earnest to replace it with a permanent structure that should provide for an extended soaring season as well as eliminate our annual winter storage problem.

The VSA will hold its next AGM at the end of February to approve the 2016 Budget. The 2016 season is expected to start in earnest on the Easter weekend. The 2016 VSA leadership team will stay largely unchanged as follows:

- Daan Wynberg - President
- Daniel Weinkam -Treasurer
- Mac McCallum - Secretary
- Ray Ochitwa – Glider Fleet Maintenance
- Alfonso Ergas – Membership
- Howard Adam - Marketing
- Ray Maxwell – Tow Plane Manager and CFI
- Dan Boyda steps down as Facilities Maintenance Director and Andrew Nicholson will assume this duty.
- Don Lott steps down as Safety Officer, and Bruce Dunn will assume this duty.

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 motorglider flying out of YLW, 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.

ALBERTA ZONE – Al Hoar & Jordan Lewis

Serving on the SAC Board of Directors as the Alberta Zone representative was a very educational as well as 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.

Jordan: 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 was given a glider flight for my birthday when I was 10 years old. That flight solidified the passion for aviation, yet it would be 15 years before I was able to follow up on it. Finding Cu Nim changed the level of accessibility to aviation for me forever. In 2015 I put everything second to getting my licence, and pursuing the dream of being a pilot that summer saw me put in over 50 flights, soloing in the beautiful DG-1000 and flying the ASK-21 from the backseat and the goal for the season (at least in my mind) was soloing in the club single seater, the sleek DG-303. 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 flight was my "I have arrived" moment.

A few more flights in August and September gave me the confidence and the skill set to challenge my licence check flight at the fall Cowley camp. We connected and in 15 minutes were at 15,000 feet practising spins in 10-12 knots of lift. Two full rotations for a total loss of height less than 100 feet! I passed and that moment solidified the dream I had held for over 20 years. 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 the community that has been so encouraging and providing the motivation to accomplish goals. I hope to bring to the Zone Director 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.

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.

In 2014 we had several ideas of how 2015 may come to be, but we never expected to achieve so much as we did. Indeed we were busy and some members devoted an incredible amount of time, but here we are with a feeling of achievement. The year started early on with all the related planning and instructing towpilots to become familiar with our new Cessna 182

towplane. The club decided that our older Scout needed an upgrade since gliders kept on growing in size and weight. We needed more power! Almost all the towpilot team is now familiarized and enjoy flying PZE and we glider pilots are enjoying a better towing experience overall.

As the year began, 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. In response to this we organized three main events. There were two safety seminars directed to cross-country flying and high altitude flying in mountain wave. They were well received and refreshed us with new knowledge from some of our more experienced pilots. The third event was an advanced instruction week directed by Dan Cook, the SAC Flight Training chairman. There were two courses of around four to five pilots each. 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, and as a materialization of a plan that started some years ago, three new private hangars were built at the club this year. This would not have been possible without the energy of Chester Fitchett, labeling Kaastra, and Mark Bowman. They put together a plan with the help of one of our long time members John Kopala, and 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. Harry Koehler, our field maintenance coordinator, upgraded the mowers. We now own a couple of smaller race car looking

mowers that are easy to handle and indeed fun to drive. Harry got members signed out on the use of the new mowers and out they went spending hours cutting grass and maintaining the field. This surely was an innovative way of distributing the workload. As a complement to the field maintenance program, the club had the opportunity to buy a fabric shed that previously belonged to the Foothills Search and Rescue group. The building has been erected and will be able to keep the tractor, mowers, and other equipment safe and out of the weather.

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.

As a club 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 will be finishing our quonset doors, adding rails for gliders, and slowly raising funds for parachutes, an oxygen system, a large high resolution screen for simulator use, and other improvements. The ditch at the end of runway 21 will be filled and runways 21 and 11 will be extended at both ends for launching and winch access. We'll have the longest runways for winning 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 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

As is usually the case, 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 students soloed, and four of them obtained their Glider Pilot Licence. Obviously we're all proud of these achievements and congratulate our new pilots, but all this teaching came at a significant toll to our instructors. Although we have a good-sized list of licensed 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. They flew a total of 96 flights, and each participant averaged eight hours of solo time for the week. Most attendees qualified for the FAI C badge, and one Bronze badge was achieved.

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. We bought the aircraft with 20 metre wing extensions which

had to be certified, resulting in a slight delay, but was accomplished in mid-summer. Many members are now signed off to enjoy this new ship, which, not surprisingly, is proving to be very popular. Unfortunately, PKZ sustained substantial storm and water damage to the canopy and cockpit during a heavy rainstorm at the Cowley fall camp. This event occurred very close to our seasonal shutdown weekend, which means that we didn't lose much, if any, flying time and we have the winter to repair the aircraft.

We experienced some serious challenges with our towplanes this year. Right at the beginning of the flying season, AVL, one of our two Pawnees, experienced a landing gear collapse which damaged one wing and also resulted in a prop strike. The required extensive repairs made it impossible to get the aircraft back into service for the rest of the season. During the August Junior Camp, our other Pawnee, SFL, developed a leaky oil cooler which grounded the plane for several days. Thankfully, the Alberta Soaring Council Scout (PCK) filled in. I strongly believe that the Alberta soaring clubs are extremely fortunate to have our "provincial" towplane at our disposal for emergencies like we experienced here.

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 club house 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 de-

scribed 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. Optimism was high but Mother Nature fell a little short of ideal – the contest even needed to be extended an extra day to make it official. The whole story is fully told in the 2015/3 issue of *Free Flight*.

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, maybe only because they were leaving the wet weather behind?

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.

We have our season clean-up and AGM planned, and although we have flown into November, the season is probably coming to a close, but 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!

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.

Saskatoon Soaring Club – Ian Barrett

The club had a banner year in 2015 despite significant forest fire smoke in the air during the prime soaring weeks. The year started with our club AGM and dinner at the end of January. A ground school was held in the spring with 8 attending. Also, we had a soaring simulator set up for members. The class of Community College Commercial Pilot students also got to experience soaring on the simulator.

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. Forty-eight people attended the dinner following the AGM. The 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.

The club got started with some check flights in mid-April while regular flying started in earnest at the beginning of May. 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. Most flights occurred in the L-23 Blanik this year. The club L-33 Blanik had a wing damaged on the ground in July rendering it unuseable until September. A Schweizer 1-26 was purchased from a local pilot in August and many members enjoyed their first experience in the 1-26. Low time pilots found the transition from the L-23 fairly easy.

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. In general though, private aircraft had fewer launches from the club base this year mostly due to the poor soaring conditions early in the season and one pilot not able to fly his private glider at all this year.

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

During April, Dennis, Rob and Keith worked on getting the equipment ready for spring. During the week of 10 May Bob Dueck performed the annuals on our gliders. Our 2015 AGM was held in the home of Keith and Bev Andrews on 25 April, with five members in attendance. All officers were returned to the positions that they held the year before.

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 with annual proficiency check flights. On 13 June the Birch Hills Flying Club annual BBQ was held in Dave Berkland's hangar with 30 – 35 people in attendance. 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 this season. 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. The list of equipment that will require replacement in the near future includes tow vehicles and grass cutting equipment as the current equipment is quite unreliable. The club undertook several infrastructure projects in 2015 including a project to improve the field's drainage and repairs to our clubhouse.

Late in the season, we had an accident that resulted in substantial damage to the club Astir CS. Fortunately the pilot was uninjured. The Astir CS was a write-off and, as a result, the club needs to decide whether to replace the Astir with another similarly performing aircraft or do something else with the insurance proceeds. Our other three gliders left in the fleet continue to perform well with good reliability, however, our 2-seat Krosnos are aging as well and will need work in the future or replacement. Our tow aircraft continue to perform well. The Scout received some preventative maintenance over the winter while the Pawnee remains parked in our hangar waiting for spring.

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.

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 York Soaring in which structural repairs were done and a concrete floor installed, and clubs and indiv-

iduals 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 towplanes when maintenance issues arise, making a ASK-21 available to all club 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 York 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.

Great Lakes Gliding – *David Donaldson*

With a 98% increase in the number of 2-seater flights in 2015 over 2014 and a 119% increase in private aircraft flying, we definitely had a really great year. Our member numbers are up, and we have enough student activity to justify running a ground school this winter. We have 16 students in the ground school, a couple re-taking as a refresher, three joining from a neighbouring club and one from Winnipeg. This ground school is being run using webinar for a virtual delivery thus enabling the attendance from across the country.

Of note this past season, we had a very large number of land-outs. I see this as a good sign that pilots are getting out more and flying cross-country. For many years, there was very little cross-country activity at our club, seems people are now find-

ing the time and drive to leave the nest. I think this is in part due to a new flight booking policy that we are using to ensure that instructors do not get stuck in the back seat for the entire season, special thanks for Kerry for coming up with this new model. Flights before 1300 are dedicated to students. From 1300-1700 it is personal flying and intro flights, then back to student flying. We are also now partnering students with instructors for greater consistency. All around this new model seems to be working well.

On the maintenance side, we have decided to recover both Krosnos this winter. The old fabric has been removed and the new fabric is in place and ready for paint. Many hands have chipped in to make this a manageable task. Overall there is a good feeling of cooperation around the club, things are working well and it is an enjoyable place to be.

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. Unfortunately too SOSA's Citabria wasn't available as a backup as it was generously in the past so we sat idle waiting for our towplane to be repaired. 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.

Also, this winter, members will be helping with the annual inspection of the towplane and some other small jobs on one of our L23's. 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. This is based on the belief that many of our newer members simply do not have as much free time available 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. In 2016, 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. A volunteer group of our members do an amazing amount of work to keep our existing accounting system in order.

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.

Furthermore, 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. We will continue this program in coming years. He also re-established regular instructor meetings which help the instructor 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. The Citabria was completely refurbished and kept very busy.

Membership is stable and around 25-30 with a few students. The new runway is fully operational, so we now have three, with the north/south primarily as a standby. 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

Spring thaw brought the return of our construction contractor to complete our hangar repair project. The main hangar had been constructed in the late 1970s as a home for the gliding fleet. The Quonset building was set on a continuous foundation wall which ran the length of the building. In recent years the outward thrust of the roof structure, combined with environmental factors, had led to a gradual outward movement and cracking of the foundation. After much investigation and consideration of alternatives, we decided on a system of lateral steel ties across the building, connected to the foundation walls and held in place with a concrete floor slab. This work also included new frost walls across the entry to the hangar, new door support structure and a concrete apron on the ramp to the building.

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.

As the season started, 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. This was summarized in the following report by our Chief Flying Instructor, Richard Sawyer:

"2015 was a hectic year for instructing at York. We ran two consecutive three-week training camps, mainly for young students,

although we did have a few adults as well. Our solo board in the clubhouse was almost overflowing, listing 19 solos during July, with a further three in August for a total of 22 new glider pilots. While the majority of students were local, we did include five from Hong Kong. It may seem surprising to find students coming from so far away, but anyone who has been there will attest to the fact that there is simply no chance to fly a glider in Hong Kong, so anyone wanting to learn must go elsewhere. For many of them, it was their first time in Canada and they were amazed at just how much open country we have, even in Southern Ontario.

Of course, that many students in such a short period placed a huge strain on our instructors. Many of us logged as many as ten instructional flights per day during the early days of each camp. I am deeply appreciative of the effort all our instructors put into making these camps a success and I hope that they will have recovered enough for the 2016 training season.

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 is by Stan Martin:

Sugarbush Each year, for ten days at the very end of the soaring season, York members gather and convoy with gliders in tow to the hills and mountains of Vermont. The Sugarbush wave camp has become a yearly tradition at York Soaring. The Sugarbush Soaring Club is located deep in the mountains of Vermont, halfway up a mountain just outside of the town of Warren. The area is better known perhaps for its fantastic ski slopes, picturesque landscapes, great restaurants and riding trails. It is an ideal location for a winter or summer vacation, but better still, the mountain ridges and valleys provide a fall soaring experience which is inspiring and hard to forget.

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.

Accommodation is easy to find in the fall. It is very inexpensive and very comfortable. There is lots to do on off days from site seeing, 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. It had started with Erin in the early days of that club and I was a relative late comer to the experience as far as Erin was concerned. However, it carried on and 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.

After the Vermont camp was completed, our ASK continued to Florida for the winter.

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. A *Shade Sail* design is ready for early spring construction over the main deck of the clubhouse.

No major changes to the composition of the glider fleet is anticipated; however, emphasis will be placed on repairs, maintenance and upgrades to the existing aircraft. The interiors of the 2-33s are being replaced, and a program of repainting these training workhorses is underway. Radios have been pur-

chased 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 National Soaring Championship is returning to York Soaring this August. We look forward to sharing our facilities with competition pilots from across Canada. Planning is underway with registration and program to be announced in the near future.

York Soaring Association continues to be managed by a Board of Directors that represents close to 10% of the membership with a total of 16. 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. On the management side, our club Treasurer, Ivor David, has been responsible for the development of an excellent club management and bookkeeping system that 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, with excellent weather and flying conditions which will be kicked off with our annual banquet on 19 March where we will have an opportunity to recognize and thank everyone for their contribution to the 2015 soaring season.

EASTERN ONTARIO ZONE – George Domaradzki

The Eastern Ontario membership experienced a decline in 2015. It is 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. There was continuing cooperation among 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.

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. Luckily we had no equipment breakdowns although we were required to replace our Super Cub's wing struts. 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 head off to the Pan American gliding championships in 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 glider at GGC. 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 licence.

GGC/MS & 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. 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 mostly 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 nevertheless 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 seem 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.

Nevertheless, 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. The average number of hours flown per club glider was 97 – up from 93 hours the year before.

This year 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 Grob 103 has nearly reached its 3000 hour log and is undergoing its inspection over the winter. Our club is well on its way to adopting FLARM. The club will now have three of its ships equipped with Power-

Flarm, and private members are on their way to adopting this technology.

EAST ZONE – Sylvain Bourque

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 pro activité 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 pro activité au niveau de la sécurité.

2015 was ordinary weatherwise, but very good for the pilots who were available weekdays. On OLC, two of Quebec 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 of Canada. Montreal region clubs started their season in mid-April.

I am impressed by the proactivity of the glider owners of the three clubs located in Quebec – 47 of the 49 aircraft of the three clubs flying in Quebec are now 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 of these clubs to have taken action to improve safety in the region.

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 paw-

nee 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 remplacer 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, groundschool begins soon and we already have new members coming. Our objective is to end 2016 with 70 members.

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 cirquiteurs contribue à nous garder encore en 4ème 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 ajoute du 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 of sailplanes 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 six and seven 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. Unfortunately the club will have to replace a single-seated sailplane for student training. 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 LS8 of 500 km at 83 km/h average were done from our club that is located in a plain area.

Aerobatic flights have added club dynamic for several years, in 2015 the club offered aerobatic flights to the general public.

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'établie 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.

2016 SAC BUDGET			
<i>Revenue</i>	1	Membership fees	\$66,000
	2	FTSC Insurance program	10,000
	3	Sales of supplies	1,000
	4	Free Flight advertisement	600
	5	Pioneer Fund transfer	50,390
	6	Youth Bursary Fund transfer	3,500
	7	Wolf Mix Fund transfer	7,783
	8	World Contest Fund transfer	4,283
	9	Interest income	300
	10	Unrestricted funds draw	36,235
	11	Safety improvement grants carry forward	27,141
			\$207,232
<i>Expenses</i>	1	COPA office contract	\$27,120
	2	Office expenses	500
	3	Distribution supplies	500
	4	Website improvement	5,500
	5	FAI/Aero Club of Canada	6,190
	6	Directors & Officers insurance	2,115
	7	Free Flight magazine	21,000
	8	Board meetings	12,000
	9	Flight Training & Safety	12,700
	10	Sporting committee	500
	11	National Team	20,366
	12	Youth Bursary program	13,500
	13	Club marketing program	5,000
	14	Contest hosting grants	8,000
	15	Safety improvement grants	67,141
	16	OLC contribution	1,000
	17	Accounting and bank fees	4,100
			\$207,232

TREASURER'S REPORT on 2015 financial activities

Stephen Szikora

FOR 2015, THE BOARD made some bold moves to put more of our financial resources to work with our clubs across the country. First, we have reduced membership fees for everyone. Second, at last year's AGM, changes were made to our restricted fund rules to allow a greater percentage of the funds to be used in the general budget rather than to simply accrue to higher balances. Third, we made enhancements to existing programs by increasing the allocation for our Youth Bursary Program and changing the formula to double the amounts available under our Club Marketing Program. Fourth, we eliminated costs to our clubs for instructor training materials. Fifth, we introduced the Safety Improvement Grant Program, a major initiative with a 3-year horizon to provide funds to all clubs so they can make significant improvements in their operations with a view to enhancing all-over safety.

In summary, the Board made a calculated decision to put more money into the hands of our clubs, even if this meant deficit spending for the next three years. This was believed to be prudent given our considerable financial reserves including unrestricted funds that have been built up set aside for just such a day. Additionally, our reserves have been invested and returns on those investments have exceeded our requirements to balance our budgets year over year. We're finally realizing the true benefit of all the prudent spending and investing that was done by the Board over the years.

When reviewing the financial statements posted on the website, you will see that despite this additional spending, total assets of the Association increased in 2015 to \$1,626,073 from \$1,620,075 in 2014. Our operating revenue for the year was only \$78,789 yet our operating expenses were \$137,105. The difference was largely made up of investment income leaving us with a net operating deficiency of \$13,011. This number, coincidentally, was almost exactly the amount of money paid out to clubs as Safety Improvement Grants within the first six months of the program ending 31 December 2015. What at first is seen as an operating loss is in reality an investment in our clubs that the Board chose to make.

As we move into 2016, we expect to see similar revenues as last year but spending will likely go higher as more clubs utilize the funds set aside for them under the Safety Improvement Grant Program. We also hope to see more uptake on the Club Marketing Program, recognizing that the most effective recruitment is done at the club

level. Over the next couple of years we expect our unrestricted surplus funds to be reduced from the current \$345,454 to perhaps \$250,000 as a result. Our restricted funds will likely remain fairly stable rather than continue to grow over this time, depending largely on the investment environment. The Pioneer Fund, the largest of our restricted funds, fell from \$1,024,734 to \$1,007,818 after the amounts drawn into the general revenue of the Association were greater than the investment returns for the year. This will happen every now and then and we all know what a challenge the markets have been over the past six months. That said, we are pleased to report that most of the drop in markets was avoided due to a change in investments that was made late in the year before the full impact of the drop was experienced. In total, investment returns for the year were \$45,305 versus \$116,873 in 2014. Given what has happened recently, most would be surprised to see that we still made a decent return for the year.

In addition to the big numbers described above, the Board has been attending to the details as well. The transition of *Free Flight* to the new editor is complete and we have engaged new support for the website. We are reducing inventory in the COPA office in anticipation of a move to new office space in May. Every aspect of our operations is being reviewed with a mind to efficiency and effectiveness. At this AGM we are also welcoming two new zone directors to the Board and their fresh ideas and enthusiasm will help us find other improvements we can make together.

In my first years as Treasurer I would be remiss not to drop my wingtip to those who have made this transition possible and enjoyable. First, David Collard served as Treasurer for several years and guided me into and through this transition over the past couple of years. David continues to help out by managing the Youth Bursary Program on our behalf. Second, Joerg Steiber, our Competition Committee Chair has been helpful dealing with national team funding and our relationships with our European peers. Third, Dan Cook, FTSC Chair, has helped with budgeting for his committee so that I didn't have to dig too deeply in that area. Fourth, Sylvain Bourque and the entire Board have been very helpful and supportive through the many changes we have made over the last couple of years. Lastly, the wingman(?) in our COPA office, Tanya Storing, has been extremely helpful in digging up the detail for my grandiose plans and in particular during our major CRA audit. Thanks to all.

SAC 2015 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2015

	2015	2014
REVENUE		
Membership fees	\$65,740	82,405
Sales and Services	7,697	8,628
Flight Training & Safety	0	10,180
Youth Bursary & Air Cadet	3,500	0
World Contest	1,500	13,824
Pioneer	350	1,150
Other	2	6
Total	\$78,789	116,193

EXPENSE

World contest fund team support	1,500	13,824
World contest matching support	8,300	8,860
Management fees	24,000	24,000
Professional fees	3,600	3,760
Bursaries	13,500	9,889
Printing – Free Flight	9,100	8,306
Membership & subscriptions	6,020	6,234
Publications & training manuals (FF)	8,733	8,880
Postage – Free Flight	4,654	4,285
Cost of sales	3,199	2,678
Meeting & travel	11,485	10,124
Meeting & travel – FT&SC	5,447	3,827
Directors and Officers insurance	2,114	2,114
Bad debt	0	480
Contest hosting grant	7,000	7,000
Canadian National support	0	200
Bank / credit card charges	301	244
Awards and scholarships	86	86
Advertising	5,777	2,698
Web site	1,873	13,428
Office supplies	183	0
Non-refundable HST/GST	2,088	2,575
Total	\$137,105	\$135,541

Operating

REVENUE over EXPENSE	(\$58,316)	(\$19,348)
Investment income	45,305	116,873
REVENUE over EXPENSE	(\$13,011)	\$97,525

Balance sheet – as at December 31, 2015

ASSETS	2015	2014
Current assets		
Cash	\$ 190,411	\$ 127,731
Short-term investments	1,407,564	1,315,832
Accounts receivable	752	11,408
HST receivable	4,602	5,434
Pre-paid expense	0	394
Inventory (note x)	22,744	25,053
total	\$1,626,073	1,620,075

Net assets

World Contest (restricted)	8,300	10,000
Pioneer (restricted)	1,007,818	1,024,734
Youth/AC Bursary (restricted)	10,000	10,000
Unrestricted	318,561	341,898
total	\$1,371,572	1,384,583

Current liabilities	17,938	5,649
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Deferred contributions (note)	236,563	229,843
total	\$1,626,073	\$1,620,075

Notes

1 Inventory Consists of various aviation-related products which are sold to Association members. The products include aviation training manuals and logbooks and Association pins. Inventory is replenished from time to time, but not necessarily on an annual basis.

2 Deferred contributions

The Association has three different programs for which contributions are received: World Contest, Wolf Mix and Air Cadet & Youth Bursary.

The World Contest and Wolf Mix programs were established for the purpose of providing an independent continuous source of funds to assist Canadian teams to compete in world soaring championships sanctioned by the Federation Aeronautique Internationale (FAI). The Air Cadet and Youth Bursary program provides annual bursaries for cadets and younger members, redeemable by the Association's clubs. In the previous the Board decided to discontinue the Peter Corley scholarship as the primary donor was contributions. The remaining funds were transferred to the Air Cadet and Youth Bursary fund.

SAC Youth Bursary Program 2015

The 2015 soaring season has once again proven to be a very successful year in support to clubs participating in the SAC Youth Bursary Program. The eleven clubs with the 33 students are listed below. The matching financial assistance that SAC gave to the clubs for the participants varied from \$171.41 to \$499.00 after consulting on how the club wished to sponsor their applicant(s).

This program started in 2009 and in its seven years of operation, a total of 149 youth have received bursaries, co-funded by both SAC and the sponsoring club totaling in excess of \$127,000. In 2015 SAC matched \$13,500 of club funding.

Alberni Valley Soaring Association – *Aaron Boire*
Canadian Rockies Soaring Club – *Sam Winter, Jordan Coutts*

Cu Nim Gliding Club – *Rafal Dzwonek, Dawson Hogg*
Edmonton Soaring Club – *Zach Bouchard, Luciano Di Blasi, Chris Hobden, Supul Jaysinghe, Adam Kent, Grayden Kruck.*

Saskatoon Soaring Club – *Raymond Chan, Jayden Davies*

Prince Albert Gliding & Soaring Club – *Josh Dueck*
York Soaring – *Molly Gibson, Marly Gibson, Chris Kingdon, Bailey Frost, David Keleny, Holly Westbrook, Amanda Borthwick*

SOSA – *James Balash, A.J. Wilson, Patrick McGuire*

RVSS – *Robert David Rudnick, Fiona Chapman*

AVV Champlain – *Yannick Cote-Prud'homme, Antoine Latulippe, Justin Beaurivage, Charles-Eliot Delcambre-Audet, Vasco Charles Morais-Boulay.*

CVV Quebec – *Nicolas Cloutier-Lemay, Alex Tourigny-Plante*

From discussion I had with some non-participating clubs in 2015, I anticipate that more SAC clubs will become involved with this program in 2016. The program has proven beneficial to the clubs, the community, and the youth in their exposure to our sport.

I have agreed to continue in 2016 as the contact person for the SAC Youth Bursary Program. Please contact me if you have any questions regarding the program or in making an application. Thank you to all, who helped make the SAC Youth Bursary Program successful in 2015.

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

Proposed 2016 SAC-ACVV membership fees

Junior includes members under the age of 21 or a full time student under the age of 25 as of 1 January of the membership year. This membership category has voting privileges.

Youth Member - A Youth Member is a regular member or Air Cadet member who is under 19 years of age as of 1 January of the membership year. Youth Members are non-voting Members.

SAC Life Members need to be registered to the SAC-ACVV office every year.

Proposition des Frais de cotisation de l'ACVV 2016

Prenez note des récents changements suivants touchant les cotisations :

La catégorie de membre « **Étudiant** » comprend tous les membres qui ont moins de 21 ans, ou les étudiants à temps plein qui sont âgés de moins de 25 ans au premier janvier de l'année de l'inscription. Cette catégorie de membre a droit de vote aux assemblées.

La catégorie de membre « **Jeune** » s'applique à tous les membres qui ont moins de 19 ans au premier janvier de l'année de l'inscription. La cotisation du membre ACVV « Jeune » est gratuite. Cette catégorie de membre n'a pas droit de vote aux assemblées.

Les membres à vie de l'ACVV-SAC doivent être inscrits annuellement au bureau de l'ACVV.

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

- Half-year rates are applicable after 1 August, but for new members only.
- All club members must be SAC members to be covered by the SAC insurance program. This also includes student pilots even if they are not solo. Consult the Bylaws in the membership section for more details.
- *Le tarif mi-saison est applicable après le 1er août pour les nouveaux membres seulement.*
- *Tous les membres des clubs doivent être membre de l'ACVV-SAC afin d'être couvert par les assurances de l'ACVV-SAC. Ceci inclus aussi les élèves pilotes qui ne sont pas solo. Consultez les statuts de l'ACVV-SAC pour toute information supplémentaire sur les catégories de membres.*

COMMITTEE REPORTS FOR 2015

AIRSPACE – Scott McMaster

The big news is the airspace changes in Alberta. The first item is the shrinking of the Class C airspace around both Edmonton and Calgary, with both areas yielding more useable soaring airspace. The other item is the promised relief to users of the Cowley wave area. Nav Canada has committed to revoking the T route affecting the Livingstone Block below FL180 (for those interested this is specifically T638 between ROPLA and SATOV and Q931 from IPTAN to OTARA). This should allow easier access to CYA201(S). A big thank you to Bram Tilroe for all his work on these items.

In the east it has been far quieter.

Last spring the Ottawa Terminal Control Area (TCA) underwent some adjustments freeing up some airspace for soaring use. A significant change occurred at the southern edge of the gliding Alert Area (CYA) with the raising of the TCA by 1000 feet to 5000 asl. This permits exit and entry into uncontrolled airspace at a higher altitude allowing greater likelihood of a final glide to the airfield. In addition the Montreal Area Control Center and the Ottawa Terminal Control Unit have been very cooperative and have approved raising of the top of soaring CYA by 1000 feet on an *ad hoc* basis on a number of occasions throughout the season. Thanks to Tom Fudakowski for his airspace work in the National Capital region.

The only other thing of note are some minor (to soaring) airspace changes made around Toronto as the Windsor/Toronto/Montreal corridor project wrapped up. None of these have had any significant impact on soaring.

Going forward, the main item in the upcoming year is the review of the Toronto Class C airspace. At this time there are no real negative changes expected and we may even be able to wring a few positive things out of it. This project has been moving along slowly as resources are limited by other projects within Nav Canada so the timing is open-ended. I do not expect to see any changes in the near future.

Badge & badge leg statistics, 2006–2015

	06	07	08	09	10	11	12	13	14	15	5 yr avg	% of avg
1000 km	0	0	1	0	1	1	0	1	0	0	0.4	-
750 km	1	2	1	0	2	1	0	0	0	1	0.4	250
Diamond	0	1	0	0	1	0	0	1	0	2	0.6	333
Gold	1	2	3	4	2	2	3	2	3	1	2.2	45
Silver	13	16	9	10	9	11	9	7	13	9	9.8	92
C Badges	19	27	21	23	19	27	38	17	20	20	24.4	82
Badge legs	60	90	40	55	58	36	58	42	54	49	47.8	103

49 badge legs – 7 Diamond, 6 Gold, 36 Silver

FAI BADGES – Walter Weir

Ray Troppmann of the Edmonton club completed his Silver badge with one flight from Chipman AB on 11 May.

Pavan Kumar of the Lethbridge club completed his C, Silver, Gold and Diamond badges with only two flights, one from Elko BC on 21 July and one from Cowley AB on 12 October. He was awarded World Diamond 7451.

FLIGHT TRAINING & SAFETY – Dan Cook

Safety report See the separate safety report prepared by David Donaldson, SAC Safety Officer. This year we have had 100% participation in annual safety reporting. Strong support from clubs and SAC leadership has enabled this to happen. Additionally, the SAC Safety Bursary for new safety investments has stimulated our participation in the National Safety Program.

A general observation is that we need to make an effort to create a safety culture where persons are willing to speak freely about safety and come forward without fear of what may be perceived as a punitive response. We need to also look deeper into why certain outcomes have occurred. If pilot errors occur, they may often be a result of weakness in the training provided or organizational and procedural factors. These should be reviewed before concluding a mistake has occurred. New rules must always be a last resort and only if the pilot consensus is that it is needed. Please use pilot meetings and discussions to resolve safety issues. We all have opinions for safe practices but risk tolerance within a club must be a group discussion and decision otherwise individuals are less likely to implement. We did experience a towplane upset due to glider elevator not being properly attached. The BGA pamphlet addressing assembly problems was distributed electronically to all clubs to broaden awareness particularly with L'Hotellier connectors that appear to be problematic on certain types that use them. This type of accident is usually fatal and very easy to occur unless double and triple checks are in place such as critical assembly checks, positive control checks, and pre-launch checks.

Instructor training FTSC did not assist in any instructor courses in 2015; however, several instructor upgrades were done on an individual basis. An Eastern Course is being planned for 2016. A coaching manual has been prepared with consultation with the Canadian Advanced Soaring group and posted on the SAC website. Material has been added on how to promote more cross-country training and opportunities at club level. Pilots who get into cross-country flying stay as members with clubs longer.

Training standards Most clubs or nearby clubs have had the opportunity to attend the Training Standards workshop provided by FTSC. This package is available on SAC website to CFIs if they did not get enough exposure for their instructors and is a good basis for refresher training. GPL logbook stickers were mailed out by the SAC office to all the clubs for logging the Bronze Badge requirements, and a Safety Training Checklist for the Student Pilot log books in order to keep track of safety training to a minimum standard. Please use these checklist

stickers to track training. BGA videos on winch launching on the BGA website provide excellent standards for the conduct of this training; all winch operators and winching pilots should review this material.

Preparatory ground instruction (PGI) manual

This new manual has been completed for instructors as an aide memoire for teaching the preparatory ground instruction. Diagrams have been kept simple for reproduction by instructors on white boards near the flight line. We realize that many students do not complete ground school until after the start of their flying lessons, so some additional pertinent theory is required. We hope to have these mailed out in the winter. An electronic version is available on the SAC website Instructor Resource section. The aim is to improve our standards for delivery of PGI.

PowerFLARM drills PowerFLARM has gained wider acceptance with majority of clubs being equipped or in the process of implementing plans to equip. FTSC has prepared a list of FLARM drills (or best practices) to help maximize the effectiveness of the device. These drills were validated with the OSTIV Training Safety Panel this summer and some changes were implemented. They have been posted on the SAC website Docs section under Flight Training and Safety.

At the Nationals competition, a standard FLARM configuration file was requested, rather than using factory defaults. This tends to be personal preferences established by the pilot through experience. FTSC is consulting with contest pilots and we hope to resolve this by the next national contest. There is also ongoing discussion for world and US national contests rules about the use of a "contest" mode that would prevent tracking gliders during contests. Many pilots have been using FLARM as a tactical tool vs a safety tool and focus too much attention inside the cockpit. Many pilots also do not want to be followed electronically for tactical reasons.

Contest safety This year's Nationals and Provincials were conducted with no reports of safety issues. At the Nationals only a couple of pilots were not equipped with PowerFLARM and loaners were obtained for them. If you are planning to participate in a contest and are not equipped with PowerFLARM, please let contest personnel know early so that a device can be found for you. Flight tracking for safety was almost 100% at the Nationals using several tracking devices.

Dealing with emergencies A workshop was put together based on the request of the Cu Nim Safety Officer. Training information was developed and most flying exercises were validated with the OSTIV TSP. The workshop was then evaluated with a beta group at Cu Nim and found to be very beneficial. This workshop requires at least three hours for a guided discussion on why some emergencies occur, identification of practical scenarios, and exercises to develop skills to mitigate the impact of emergencies. These exercises are then flown with an instructor with aim to reduce stress reactions in future emergencies and give the pilots alternate courses of action to deal with emergencies. A presentation of the workshop material will be given at the 2016 AGM and a webinar is planned. The material

is also available to instructors on the SAC website instructor resources Docs section.

Personnel changes Dean Toplis has taken leave from FTSC as the Zone representative and has been replaced by David Donaldson of Great Lakes GC, who is now the SAC Safety Officer. Dean had worked with the FTSC for a couple of years and assisted with instructor courses and his contribution will be greatly missed. David brings a lot of enthusiasm and a host of experience and safety skills to the committee.

OSTIV Training and Safety Panel This panel, composed of many national training and safety leaders in gliding and chaired by Ian Oldaker, met in 2015. After looking at international gliding safety data, they drew the following conclusions:

- National accident rates are dropping with the drop in the overall flying activity rate because of reduced numbers of active pilots. However, OLC activity is up indicating more pilots are participating, but not necessarily because of an increase in cross-country flying activity, but due to more pilots logging the flights that they do.
- The stall/spin and collisions still are a major risk area for fatal accidents. However, collisions are down greatly in countries using FLARM extensively. Large clubs have difficulty with number of pilots that need to do practical flight training to deal with better spin and FLARM training (more simulators may have to be used).
- Generally, outlanding skills needs more attention for training and safety. Touring motorglider and microlight towing operations also need more safety attention as this is a growing activity.
- Experienced pilots are having many accidents. It may be complacency or that they were not exposed to the latest safety training, particularly in winch accidents. Safety and training organizations need to address how the experienced pilot group can be improved. Safety clinics may be one approach.
- There is a need for safety training of club Safety Officers if we want to be more proactive in threat identification and risk mitigation at club level.

The TSP also addressed how to deal with aging instructors, teaching airmanship, teaching off-field landings, teaching emergency procedures, teaching safe thermalling, spin training, and national initiatives to improve safety. Also discussed was stress, biofeedback techniques, drone threat analysis, and standards for winch qualification. Information will be promulgated in future FTSC articles and workshops on all the findings.

Lastly, the panel spent considerable time developing standardized procedures for gliding. The aim was to identify acceptable procedures that would work in any country so that a soaring tourist or contest pilot would be able to operate safely following the international standards. The goal was not to change each country's own operating procedures, but have a set of general procedures that everyone is aware of that would not conflict and could dovetail into their local operations with little risk.

OSTIV also has an award for contributions towards safety. Nominations should be made through Ian Oldaker.

National Safety Program status This is a Performance Measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of annual safety reports (100%), Club hazard/risk analysis (100%), Safety Audits (50%), and safety program manuals (25%).

FTSC future work We hope to assist clubs in the next year with instructor standards, Dealing with Emergencies workshops, safety audits, and development of club safety program manuals. FTSC is also working on a webinar-based ground school initiative for the not too distant future led by David Donaldson. In addition, David will host a national Safety Officer virtual meeting to discuss safety issues starting with a safety survey in 2016.

We want to help clubs achieve a generative safety culture. A safety audit can also help you achieve that and find out what your safety culture is. If you would like some assistance with any of these programs please speak to your regional FTSC representative to set something up. In addition, all the pilots found the Dealing with Emergencies workshop a lot of fun, yet learned some lifesaving skills and information.

Chairman	Dan Cook
National Safety Officer:	David Donaldson
Members:	Joe Gegenbauer, Gabriel Duford, John Toles
SAC Board Liaison:	Sylvain Bourque
OSTIV TSP Chairman:	Ian Oldaker
Director of Safety:	Sylvain Bourque

FREE FLIGHT – Tony Burton

The 2015/3 issue was the 191th and last to come out of our house since Ursula then I began editing *free flight* in 1981. In 2014 I gave notice that it was time for someone else to take over and the applications rolled in more or less. It was a great run and I thoroughly enjoyed the job, but it was time to pass it on to fresh hands.

I'm happy to see a team took the job with the last issue of the year with Doug Scott as editor and Bill Cole as the layout guy with the software skills. Give Doug and Bill your full support in keeping *free flight* the fine magazine that it is, and let him know what you are doing at your club that is of interest or value to others across the country. They have found that the learning curve is steep but I will be looking over their shoulders as needed to assist and to kibitz.

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

Thanks also to Ursula for her always expert copy proofing. Each page was read character by character three times – I couldn't have done it! And there is hardly a gliding history question you can ask that doesn't have an answer in Ursula's *The Book of the Best* (go to SAC website Main Menu, then Historical Data).

Make use of the 86,500 word "searchable" index on the web-page – it is a very useful resource – *free flight* contains a lot of valuable information that does not go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It's all available with a few keystrokes.

Always give the SAC office and *free flight* changes to your address, phone number, e-mail, or contact person.

INSURANCE – Keith Hay

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

We saw a slight moderation in our loss ratio during 2015, which allowed us to continue our trend down from our high points in 2008-2009 where hull claims were greater than the premiums collected. The loss ratio is the percentage of premiums paid out in claims to aircraft owners. It is a prime determinant of the plan's premium rates, so the continued downward trend bodes well for our safety efforts as well as our ongoing premium rates and insurability as a group.

Through the SAC Insurance Group Plan, we continue to credit those private owners and clubs with a 3 year claims-free record with a "No Claim Credit" at their renewal. This recognizes those keeping safety foremost in their flying practices. For 2015, the plan credited an average of 1% of their premiums to those owners and clubs with claims-free records.

During 2015, our underwriter, CAIG, continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider. The discount is available to all gliders and towplanes insured in the plan with an installed or designated FLARM unit at annual renewal. CAIG continues to recognize the initiative of the soaring community to proactively work towards our own and others' safety in the air. As of the beginning of the 2015 season, FLARM equipped aircraft had increased from 1/3 to over 1/2 of the aircraft in the SAC Group Plan. We expect the portion of the total fleet with FLARM installed to continue to increase as we're already aware of several new FLARM installations at SAC clubs across the country. Several clubs have now equipped their full club fleet with FLARMS and an increasing number of private owners are also completing their FLARM installations.

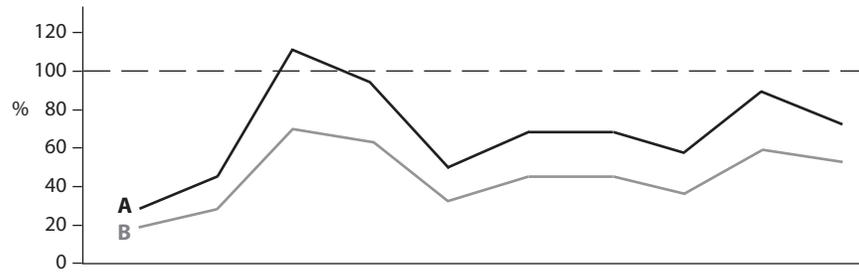
2016 renewals

As I write this report, we are in the process of negotiating the plan renewal with the underwriting companies. Our usual process, through our broker Jones Brown, is to request quotes from interested underwriters. Once the submissions have been reviewed and final rates have been negotiated, we will finalize any changes for the 2016 plan.

The 2016 policy year will run from 31 March 2016 to 31 March 2017. As usual, coverage will be automatically extended through

SAC INSURANCE 10-YEAR HISTORY, 2006 – 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Insured Clubs	29	29	23	24	25	23	25	24	25	25
Hull Loss ratio (%) A	26	42	110	96	47	66	66	59	90	70
Total loss ratio (%) B	16	27	68	63	30	43	44	36	60	49
No claim bonus paid (\$)		8400	6586	5140	6887	8191	12758	10497	10667	3492
FLARM discounts (\$)								8844	10504	12767
FLARM % of fleet								34	44	54



30 April 2016 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via e-mail.

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

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

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

The goal of a group insurance plan such as SAC offers is to offer stable, reasonable rates to the group, while providing the best possible coverage to the group as a whole. This may not always offer the lowest possible rate to any one individual, but often the real difference is relatively minor, particularly

when considered against the broad coverage available to the extended group and not just an individual’s risk.

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

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

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

Some of the benefits of the SAC plan

It is a true group plan, with SAC holding the master insurance policy that provides coverage for all clubs, private owners, and individual members. Our rates are based on our experience as a group, and are set regardless of individual experience level or history. The SAC plan supports soaring in Canada with a unique all-risks policy that covers not only the owner, but all those participating in soaring flight operations.

- Aircraft coverage options are: Combined aircraft Hull and Liability insurance, Aircraft Liability-only insurance, and trailer coverage

- Club premises liability coverage for clubs.
- Winch operations coverage.
- Specific additional liability coverage for SAC instructors.
- Premium credits for clubs and owners with no claims.
- Premium discounts for FLARM installation and use.
- No limitation or notification for contest participation.
- Support by the underwriter (CAIG) for SAC safety and training programs by the Flight Training and Safety Committee.
- Consistently reliable, prompt claims settlement and service.
- Full legal representation for liability claims.

RECORDS – Roger Hildesheim

2015 was on track to be a relatively quiet year with four very impressive records flown in May by Bruce Friesen and Chris Gough. Amazing early season conditions in Chipman, AB gave Bruce the Open and 15m class 400 km Speed Triangle record at 134.2 km/h (124.8 km/h Club). Chris followed up the next day with the following records:

- Free Triangle Distance – Open, 15m, Club – 771 km
- Triangle Distance – 750.2 km – Club
- 750 km Speed Triangle – 98.4 km/h – Club

Late in 2015, the Stieber family (Jörg, Michael & Tom) submitted claims for a variety of 2-seat records from their trip to Namibia. Many of these claimed records will supersede some very long standing Canadian citizen records. At the time of this report, these claims are still being processed so keep an eye on the SAC Roundtable for notifications related to the formal approvals.

Congratulations to everyone who has submitted claims in 2015. Best wishes for a safe and fun 2016 flying season.

SPORTING – Jörg Stieber & Chris Gough

International Gliding Commission I attended the IGC Plenary Meeting in Lausanne, Switzerland on 27/28 February, 2015. The changes to simplify the Sporting Code (SC3) for badges and records went through the year-2 proposal stage (final drafts) and were largely approved and are reflected in the SC3 and SC3C versions that came into effect in October 2015. These documents can be downloaded from the FAI website at <http://www.fai.org/igc-documents>

Summary of the most important decisions:

- Mechanical barographs eliminated.
- Only one start method for speed task: 1 km Start Line.
- Turnpoint observation zones: Choice of FAI Sector or 500m Beer Can (1 km distance deducted per turn point).
- Minimum distance (10 km) between turnpoints eliminated.
- For Silver C performance the pilot must achieve a minimum straight distance of 50 km from the release point. The initial intent was to require a minimum distance from the launch point (home airfield)
- Digital photo of paper declaration with time stamp acceptable up to diamond distance.
- World Class records will be rolled into the new record category for 13.5 m gliders.

Prof. Loek Boermans stepped down after 35 years as President of OSTIV. In recognition of his research which has had an enormous impact on sailplane development in the fields of aerodynamics and safety over the past 35 years, Prof. Boermans was awarded the Lilienthal Medal.

Bernald Smith stepped down as the chairman of the ANDS (Air Traffic, Navigation, Display Systems) Committee. Bernald, who is in his late 80s now, is one of the pioneers who developed the framework for GPS flight data recording. Bernald has also defended the interest of glider pilots in countless battles with regulators. Many of the freedoms we enjoy as glider pilots today are a result of Bernald's hard work and tenacity over the years. With these two resignations, there is clearly a change of guard at the IGC.

The minutes of the 2015 plenary meeting and the agenda and reports for the upcoming meeting can be downloaded from the FAI documents page (see link above). I am planning to attend the upcoming IGC plenary on February 26/27 in Luxembourg. As in the past, there will be no cost to SAC.

1st FAI PanAmerican Gliding Championships

The PAGC, held 6-18 April, were the first Continental Championships (Level 1 competition) held in the Americas. Thanks to SAC funding the entry fees for Canadian pilots, seven Canadian pilots were able to participate. For five of our pilots it was the first time they had flown in a Level 1 competition.

The PAGC was initially planned to be held at the Chilhowee Gliderport in Tennessee. However, the area had received so much rain over the winter that the contest had to be moved to the McMinn County airport near Athens, TN. With a 6500 foot hard surface runway and a very accommodating FBO, this proved to be a great venue.

The main feature of the task area is a broad north-south valley between Knoxville and Chattanooga, with hills west of I-75 and bordered by mountainous terrain to the east. With its hills and lakes this part of Tennessee is very attractive and great for touring. However, finding level fields for safe landouts is a challenge which was compounded by the fact that at the time of the competition the ground in most areas was very wet with standing water in some fields. One also had to watch out for predatory policing.

As continental championships the PAGC were governed by IGC rules with the same formalism as World Championships. The unfamiliar rules and scoring in kilometres proved difficult for some US pilots without previous international experience. The field was split into two classes with 13 contestants each, a traditional 15m Class and a Club Class with expanded handicap range to accommodate state-of-the-art Standard Class gliders such as the Discus 2 and LS-8. The national teams were:

	15m Class contestants	Club Class contestants
USA	9	7
Canada	3	4
Argentina	1	1
Brazil	none	1

As expected, the US Team was by far the largest of the teams. The Canadian Team was:

15m Class	Jerzy Szemplinski	ASG-29	XG
	Sergei Morozov	ASG-29	MS
	Luke Szczepaniak	AWW-27	2W
Club Class	Chris Wiercioch	Jantar	MF
	Bill Cole	Mosquito	BC
	Jörg Stieber	LS-8	JS
	Roger Hildesheim	SZD-55	AT

Our Team Captain Jarek Twardowski did a truly outstanding job interfacing with the contest organization, keeping the pilots informed on the ground and in the air, setting up internet communication, spearheading repairs and helping with retrieves.

Sadly, the PAGC were plagued by bad weather. By the end of the 12-day competition we had only three contest days with a mass landout in both classes on Day 2. The organizers decided to invoke the reserve day provision on Saturday, 18 April. Unfortunately, the day was cut short by a thunderstorm moving in from the south and all but five 15m contestants landed out. The reserve day turned out to be a valid fourth contest day for both classes which is a minimum requirement for Continental Championships. For Club Class the day yielded only a maximum of 110 points. In both classes only Day 1 was a 1000 point day.

15m Class results:

1	Jerzy Szemplinski	CAN	XG	ASG-29	2164 pts	100.0%
2	Erik Nelson	USA	5E	Ventus 2ax	2038 pts	94.2%
3	Sean Fidler	USA	7T	ASG-29	2020 pts	93.3%
4	Sergei Morozov	CAN	MS	ASG-29	1919 pts	88.7%
9	Luke Szczepaniak	CAN	2W	ASW-27	1732 pts	80.0%

Club Class results:

1	Phil Gaisford	USA	PG	Discus 2b	2043 pts	100.0%
2	Robin Clark	USA	RF	LS-6A	1815 pts	88.8%
3	Sergio Reinaldo	ARG	55L	ASW-15B	1649 pts	80.7%
6	Joerg Stieber	CAN	JS	LS-8	1524 pts	74.6%
7	Bill Cole	CAN	BC	Mosquito	1500 pts	73.4%
10	Roger Hildesheim	CAN	AT	SZD-55	1466 pts	71.8%
11	Krzysztof Wiercioch	CAN	MF	Jantar	1407 pts	68.9%

The challenging conditions aside, the 1st PAGC were a great success for the Canadian Team. Jerzy was the winner in 15m Class and the Canadian Team won the Team Trophy despite the fact that the US Team had twice the number of competitors. A full account of the 1st PAGC was printed in *Free Flight* 2015/4.

Canadian Nationals

The 2015 Canadian Nationals were hosted by the Central Alberta Gliding Club at the Air Cadet airfield in Netook, AB on 10-12 June. The organizers did a first class job readying the field, gathering sponsors and hosting evening social events. Unfortunately, the weather was not first class and we (for the second year in a row) had to use the reserve day to get an official contest. Three of the four days saw more than half the pilots land out. The CAGC organizers and the Netook

airfield have the potential to make an excellent contest site, they just need the weather to play along. The pilots were split between two classes, FAI and Club, with 8 pilots in each. It was predominantly 'Western pilots' with only one coming from east of Winnipeg. The Pan-American championships along with two US Nationals within a day's drive of Ontario probably had an impact on the lower attendance. The winners were:

FAI Class

1	Dave Springford	F1	ASG-29	2845 pts	100.0%
2	Stevenson/Ince	ZH	Duo Discus	1605 pts	56.4%
3	Phil Stade	NIM	DG-1000	1573 pts	55.3%

Club Class

1	Branko Stojkovic	XYU	Russia 5M	2257 pts	100.0%
2	Chris Gough	JJ	Std. Jantar	1907 pts	84.5%
3	Tony Burton	E2	Russia 4C	1740 pts	77.1%

Ontario Provincials

The Ontario Provincials were held at SOSA, 4-7 Sept, with support from SAC. There were 13 competitors in Club Class and 6 in the handicapped FAI Class. There were two contest days in the 4-day contest. The winners were:

Handicapped FAI Class

1	Sean Fidler	7T	ASG-29-15	1678 pts	100.0%
2	Luke Szczepaniak	2W	ASW-27	1437 pts	85.6%
3	Dave Springford	F1	ASG-29-15	1348 pts	80.3%

Club Class

1	David Cole	AF1	SZD-55-1	1413 pts	100.0%
2	Krzysztof Wiercioch	MF	Jantar	1379 pts	97.6%
3	Stan Martin	ZY	Mini-Nimbus	1332 pts	94.3%

FAI Junior World Gliding Championships, 1-12 December
Canada was represented at the JWGC in Narromine, Australia by Emmanuel Cadieux with his father Robert as crew and Team Captain. Emmanuel elected to fly in Club Class and had secured a Std Cirrus since there was a wider choice of Club Class gliders available for rent at a significantly lower cost compared to Standard Class.

Except for the first day which was cancelled, the weather conditions were consistently good throughout the championships. There were 10 contest days in the 12 day period, with the customary rest day after the sixth consecutive contest day. Emmanuel benefitted from the experience he had gained during the JWGC in Poland two years earlier. However, as the only Canadian in his class, Emmanuel was at a significant disadvantage as all other teams had two or even three pilots in the class. Considering this extra handicap, Emmanuel did well, placing 27th out of 33 with an impressive 85% of the winner's score. He also wrote a great bilingual blog at <https://emmanuelcadieuxjwgc2015.wordpress.com/>

Canadian Participation in US competitions

18m Nationals, Hobbs, NM

Jerzy Szemplinski won a solid First Place with a 243 point lead over second. This, together with his gold medal from the Pan American Championships, makes Jerzy arguably the most successful pilot in the Americas of the year 2015. The Sporting Committee congratulates Jerzy on this outstanding result.

Standard Class Nationals, Elmira, NY

6	Krzysztof Wiercioch	MF	Jantar Std 2	3906 pts	71.7%
8	Andy Gough	44	LS-15	3091 pts	56.7%

15m Nationals, Elmira, NY

4	Sergei Morozov	MS	ASG-29-15	4871 pts	93.8%
5	Luke Szczepaniak	2W	ASW-27	4565 pts	87.4%
8	Dave Springford	F1	ASG-29-15	4348 pts	83.8%

Sports Class Nationals, Waynesville, OH

17	Wilfried Krueger	K2	DG-800B-18	1002 pts	61.1%
18	Andy Gough	44	LS-8-15	916 pts	55.9%

Canadian participation in regional contests

Seniors Soaring Championship, Seminole Lake, FL
Region 5N, Perry, SC Jerzy Szemplinski 2nd 18m
Region 7, Albert Lea, MN Dave Springford 1st

2015 Competition Seeding List

Thanks to Chris Gough, this list is now a live document on the SAC website: <<http://www.sac.ca/website/index.php/fr/competition/seeding-list>>. In addition to the Canadian Nationals, the results from the PanAmerican Championships in Athens, TN and from the US 15m & Std Class Nationals in Harris Hill counted for the 60% First Term under the "Extenuating Circumstances Rule".

Group A (FAI Class):

1	Jerzy Szemplinski	103.000
2	Dave Springford	99.033
3	Sergei Morozov	97.722
4	Luke Szczepaniak	89.684
5	Jörg Stieber	86.996

Group B (Club Class):

1	Branko Stojkovic	97.307
2	Chris Gough	87.551
3	Krzysztof Wiercioch	83.928
4	Bill Cole	82.605
5	Roger Hildesheim	82.194

An ongoing and so far unresolved concern is how to compensate for the different levels of competitiveness between Group A and B. The Canadian Team for the World Championships in 18m and 15m classes in Benalla, Australia, 8-21 Jan, 2017 will be selected based on the 2015 Seeding List.

Competition Hosting Grants

The SAC grants which are given to clubs hosting competitions are proving to be a great motivator. The following grants were awarded in 2015:

Nationals	Netook, AB	\$4000	Central Alberta GC
Ontario Prov.	SOSA	\$1000	SOSA
Mayfly	Pendleton	\$1000	Gatineau GC

The York Soaring Association will host the 2016 Nationals in Arthur, ON and has been approved for the hosting grant. There were no other applicants. Clubs interested in hosting the 2017 Nationals, please contact the Sporting Committee before August 15, 2016.

OLC Canada 2015

The 2015 OLC season ended on 21 September, documenting another successful soaring season in Canada.

Year	2012	2013	2014	2015
No. of participants	279	265	292	320
Flights (in Canada)	3041	2554	2680	2769
No. km (in Canada)	516,587	423,948	436,200	439,674
Top km by a pilot	16,661	17,559	17,748	20,431
<i>Trevor Florence (132 flights)</i>				
Top km by a club	78,187	49,844	89,054	84,446
<i>Canadian Rockies</i>				

Winners and Achievements:

Best flight of a Canadian:

OLC – Canada:

Chris Gough, Jantar – take off Chipman, AB, 25 May 2015
813 km; 1041.85 OLC pts

This is the second season in a row that Chris has logged the best flight in Canada. The flight also qualifies as the best flight of a Canadian in North America and as a Canadian record. Congratulations to this extraordinary achievement!

OLC Canada Champions (6 best flights):

1. Bruce Friesen, Edmonton	4356 pts
2. Trevor Florence, Canadian Rockies	4158 pts
3. Ian Spence, Canadian Rockies	4094 pts

OLC Canada Junior Champions (6 best flights):

1. Timothy Belchior, Canadian Rockies	1797 pts
2. Justin Gillespie, Winnipeg Gliding Club	1623 pts
3. Charlie Pastuszka, Canadian Rockies	1546 pts

Top Canadians, OLC North America (6 best flights):

1. Rolf Siebert, Cu Nim	4736 pts – 25th overall
2. André Pepin, Montreal	4552 pts – 30th overall
3. Bruce Friesen, Edmonton SC	4356 pts – 37th overall

The 2016 Season

Canadian Nationals The 2016 Canadian Nationals will be hosted by the York Soaring Association in Arthur, Ontario August 5 -14 with Aug 3&4 as practice days. Details are on the website <<http://nationals.yorksoaring.com/>>.

Canadian Nationals Rules A provision for Assigned Speed Task (AST) was added last year to complement the existing Turn Area Task and Modified Assigned Task. Furthermore, the possibility to add one reserve day at the end of the contest was implemented. This allows the extension of the contest by one day in case the required minimum of four contest days for a National Competition was not achieved at the end of the standard 10-day duration. Both the 2014 and 2015 Nationals had to make use of a reserve day to make them valid. The Sporting Committee is currently considering to reduce the minimum from 4 to 3 contest days.

Seeding List Rules Several suggestions for improving the seeding process have been brought forward in consultation with competition pilots. 2016 being an "off-year" in terms of

World Championships and other international events, is ideal to implement and test changes in the way the Competition Seeding List is being calculated.

34th FAI World Gliding Championships – Australia

The next World Championships in 15m, 18m and Open Class will be held in Benalla, 8-21 January. We don't expect the competition to be oversubscribed due to the high cost of attending which will affect the smaller European countries. This presents an opportunity for Canada to field a complete team of four pilots, two each in 15m and 18m Classes. The four top-seeded pilots have indicated their interest in competing in Australia.

However, the cost per pilot will be approximately \$25,000 (Canadian) or \$100,000 for the team. It will be a challenge to raise sufficient funding to make this affordable for our individual pilots. We may only be able to send two pilots to fly as a team in either 15m or 18m Class.

Sporting Committee is looking for Volunteers

Unfortunately Steve Hogg had to resign from the Sporting Committee as he found it difficult to balance the work load with the demands of work and family. I want to thank Steve for donating his time and helping. We are looking for one or two volunteers to join the SC.

SAFETY – David Donaldson

This year we had ALL CLUBS submit a safety report. A big thank you goes out to all the safety officers for their hard work, helping to pull all of this together. We had some really good analysis by club safety officers, this data enables the Flight Training and Safety Committee (FTSC) to provide valuable input to the soaring community and ultimately improve the safety record of soaring in Canada.

For the 2015 season we had reported 11 accidents, 158 incidents and no fatalities. This is across 24 clubs having 1009 members and 19,155 flights. With such a large number of incidents, I have chosen to limit this report to a summary. The detailed list has been e-mailed to all of the Safety Officers and will be available on the SAC website.

Most accidents are a chain of events that often start before the pilot leaves home. That last minute e-mail from work, dealing with an issue with one of the kids or spouse, you are delayed getting to the field and start to rush through your preparations. You are flustered and quite frankly getting a little annoyed, small things start to bother you as you rig your airplane and cannot find the safety pin for the control connections... and so the chain develops, or specifically, a chain of events that has the potential for disastrous outcome. The earlier we can recognize that chain is developing the sooner we can correct, and usually that early correction is minor.

All in all, we had a very lucky year, in the sense that there were a number of accidents/incidents that could have easily developed into fatal accidents, most notably a towplane up-

set resulting from the glider's elevator not being connected during rigging. The glider pilot in this accident should be commended for his quick thinking and creative problem solving that prevented a tragedy. A second towplane upset started to develop but once again, the glider pilot in that scenario released before it developed into something worse.

We did have a disturbing number of rigging issues, some that resulted in damage and others that did not. Of biggest concern are those that were *not* caught before launching the glider. In one case, the main pin holding the wings was not locked and a couple of others incidents were missing the total energy (TE) probe. Are things being overlooked as aircraft are readied for take-off indicative of a trend of pilots who are not paying close enough attention to the small details?

We had one case where a tail weight was loose and caused damage; multiple pilots had commented on a noise coming from the tail end of the glider and yet it continued to fly. When finally investigated, this aircraft was very close to having the horizontal stabilizer broken off – so are we collectively becoming complacent/forgetful or is our training deficient? In any event, we see this as an area of potential improvement. While we rely on our machines to perform in flight as advertised, our machines rely on us to ensure they are in top working order, whether that is through maintenance or ensuring our aircraft are properly rigged. Both man and machine need to be in top working order for a successful flight.

On the good side there were a number of reports where observant crew (both pilots and wing runners) alerted to an issue enabling it to be dealt with in a timely fashion, thus breaking the chain of events. We had numerous incident reports of an issue, tail dolly left on, a tool near the rudder pedals, or missing TE probe that were caught before the aircraft took off thus preventing a more serious incident or accident later in the flight.

This year there were 11 accidents reported and 158 incidents with many of those incidents resolving very early in the chain of events. I have broken them down into categories as well as phases of flight (see charts below). The vast majority fall into the Airmanship category. This is not too surprising since aircraft design has come a long way and we have solid procedures. In short, we know what we are doing and we have good equipment. Now if we can up our game on the Airmanship front, then we should really be able to produce some tangible results.

Also not surprising, take-off and landing are still where the majority of problems are occurring. We are looking at basic physics here, close to the ground we have less room for error. While we will never change the fact that the majority of accidents happen close to the ground, we can try to mitigate the probability and severity. I was surprised to see the number of runway incursions this year as well as the number of near-misses in the air, even a reported drone conflict on a take-off.

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

- When experienced pilots fly together, particularly instructors, the PiC needs to be determined before the flight to deal with real emergencies. Two hands on the controls or no hands on the controls can be disastrous.
- Some wing runners are not performing adequately; others alerted the pilot and averted a potential accident. FTSC will post a suggested training package on the SAC website.
- More careful flight preparations and inspections are required including use of double checks such as Critical Assembly Check (CAC) and Positive Control Check (PCC). There is a great safety brochure from BGA "Is your glider fit for flight" available on SAC website, in the Docs/Pilot Resource section.
- When a pilot suspects a problem with aircraft, investigate thoroughly!
- There should be extra emphasis on airmanship early in the season, particularly during take-off and landing. FTSC will make a training package available with latest information on airmanship. See also "Dealing with emergencies" workshop on the SAC website, Docs/ Instructor Resource section.

As much as the annual safety report process is focused on identifying what went wrong to prevent those mistakes in the future, we also need to celebrate what went right, especially when that corrected a previous omission or error. We are not perfect and to think we could obtain perfection is, well, in my opinion, naïve.

We can, however, through open and honest communication alert to a chain of events developing and therefore correct them before they develop too far. The simple act of a wing runner alerting a pilot that a canopy is not properly locked offers an opportunity for early correction, before the aircraft starts to roll, could save a life. When that did happen this past summer, the pilot locked the canopy and the flight was completed without further incident.

Fly Safe

Note from the Flight Training & Safety Committee

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

The comments in italics are observations by the FTSC offering potential ways to help prevent similar events in the future. All of these observations and conclusions are based on the information available at the time of writing and though they might not perfectly match the reported incident, they never the less can be applied in future situations to mitigate the probability and severity of future potential incidents.

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

Accidents

Elevator not connected – Towplane upset take-off

Glider was assembled, ailerons and flaps positive control checked, assembly was interrupted and the elevator was not checked. Pilot reports having difficulty with the locking clip on the elevator. The glider ballooned up to about 200 feet, the pilot released and used the flaps for pitch control and continued to a safe landing. The towplane incurred damage to the engine, propeller, motor mount, rear fuselage tube structure and tail wheel assembly. Both pilots are fortunate to have walked away without injury. The glider pilot should be commended for his quick thinking and actions.

Use of Positive Control Check (PCC) and Critical Assembly Check (CAC) reduces the possibility of this type of incident. In contest environments often it is required the wing tape be signed as evidence of a second inspection before the glider will be allowed to be launched. It is these double and triple that catch these oversights before they become critical. British Gliding Association (BGA) produced a wonderful Safety Briefing "is your glider fit for flight" available on SAC website, in the docs/pilot resource section.

PIO on landing On landing, glider flares too much and gets into a climb. The pilot closes the air brakes and lowers the nose. Another flare is done but too late, the glider hits the ground and goes into a climb again. The same happens two more times. Fuselage is damaged in multiple places and the glider has been written off.

General training issue and common problem when landing with too much energy. More air brake tends to make the glider less likely to balloon on flare (hence closing the air brake amplified the problem). Does your club train different scenarios and how to recover from a PIO on landing scenario?

Towplane nosed over A towpilot landed on the south side of the runway, as there were gliders ready for take-off on the north side and one two seater glider who landed before the towplane. The pilot landed normally but nosed over at the end of the roll out. At the end of the rollout the pilot reported feeling the aircraft pulling to the right and tried correcting with left rudder and then left brake. The tail lifted slowly and the aircraft nosed over.

Operating tail dragger power planes on grass carries its own set of risks. The risk of nose over is ever present. A landing nose over can develop quickly from a number of factors, not the least of which the pressure to keep the operation running efficiently, let's not let that pressure justify extra and unnecessary risk.

Runway excursion – winch exercise #2 Note: this was the third incident of Winch Exercise #2 at this club during spring check flights. This accident was flown by two instructors for the purpose of spring check flights.

While performing a low level simulated winch failure exercise, the glider climbed to the briefed 300-350 feet and released from the winch. Normal glide attitude was established and a

180 “tear-drop” was executed. Realizing they were too high and running out of options, the PiC applied full spoilers and sideslip to attempt to reduce height. The aircraft landed and was unable to stop before reaching the end of the runway. The PiC purposefully ground-looped the glider in an attempt to stop before the ditch. The aircraft exited the runway, skidding sideways into the ditch and fence.

This exercise is being reviewed. General recommendation is landing ahead especially if headwind components on winch interruptions. The BGA has done extensive analysis of what can go wrong, and recommendations for winch emergencies are highlighted on their web page safety section. The SAC workshop, “Dealing with Emergencies”, also deals with options for short field landing of modern gliders with very effective air brakes. It is posted on SAC website under Docs, Instructor Resources.

Loose tail weight Aerobatic 2-seat trainer. It was discovered that a tail weight had come loose and had substantially damaged the tail and was close to breaking the horizontal stabilizer off. The aircraft was disassembled and sent for repairs. A loud “clunking” noise was noted on several flights for some time before the source was discovered. A question posed by club SO in his report (among others): Why did we continue to fly an aircraft with an unexplained noise?

Alarm bells should be going off when this type of incident occurs. Unusual sounds, vibrations, or handling needs to be investigated afterwards as in almost every case there is something seriously wrong with the aircraft. Listen to the whispers so you do not have to hear the screams.

Loss of directional control on landing Solo student landed with a crosswind, lost directional control and impacted the tailplane of a parked towplane. This was a solo student pilot with six flights on type. Pilot was not familiar with the aircraft and failed to activate wheel brake.

In general, are we encouraging our students to solo too soon before they have demonstrated safe handling for adverse conditions (crosswinds) and emergencies? For learning curve purposes we use good weather conditions to train student pilots. Do we have a reluctance towards dual for more challenging conditions once soloed? Remember your licence is a licence to learn, flying is a life-long learning experience.

Rope break – spin Canopy opened on lift-off. At 1000 feet glider separated from tow and did 1.5 rotation spin to the right. Recovered and did a wingover entering a low, slow, left hand circuit. During a sharp left-hand turn to final, glider stalled impacting ground with left wing.

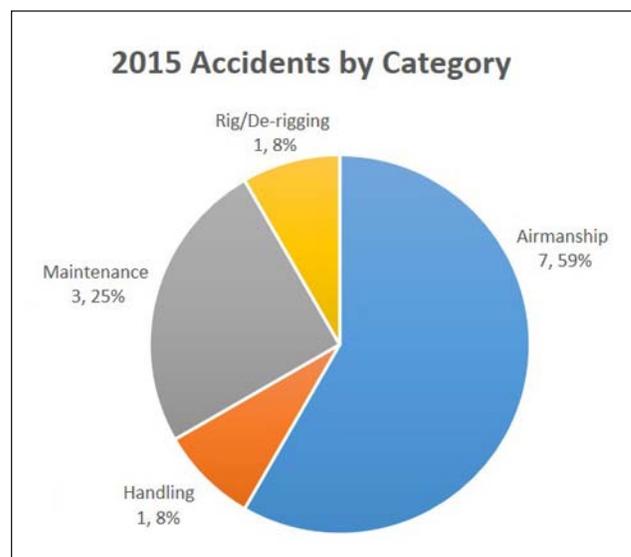
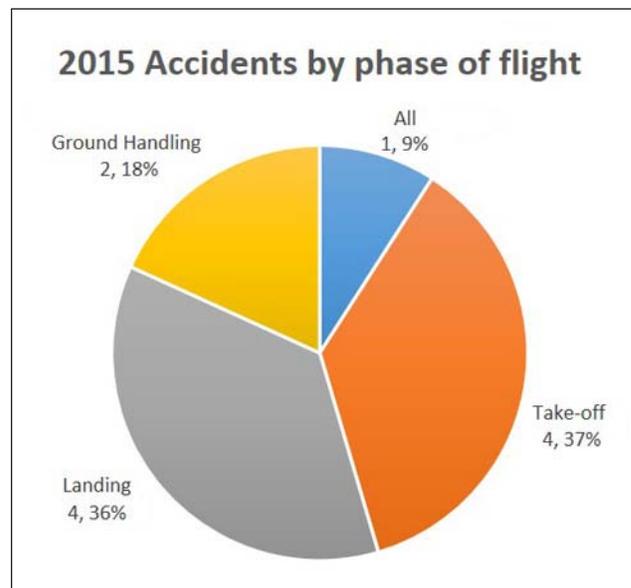
Turbulence is a contributing factor here. The course of events is an example of how things can unravel quickly and dramatically. See SAC workshop “Dealing with Emergencies” that addresses this scenario. It is posted on SAC web site under Docs, Instructor Resources.

Tail damaged on landing Glider tail was damaged on landing, taken off line for the season for repairs.

In general, over rotation on landing may be caused by too slow an approach or an approach with full air brake resulting in a high rate of descent. A practice of landing “on the numbers” can also be a contributing factor here. With no margin of error, a little sink on short final and we are now in an undershoot at low altitude, we instinctively raise the nose to climb, losing energy and worsening the situation. An old instructor of mine used to say: Better to push the glider back, than carry the pieces forward.

Ground loop on take-off Glider dropped wing on initial take-off roll. The wing tip remained on the ground as the aircraft became airborne. The wing tip dragging on the ground caused the aircraft to rotate. The pilot released the tow and the rotation continued until the aircraft impacted the ground backwards, breaking the tail boom and shattering the canopy. Contributing factor was a crosswind.

This is potentially an example of “negative training”, each time we get away with something, we train ourselves that it is okay.



Each time a wing touches the ground on launch and glider does not release, it becomes more acceptable to continue the take-off, the general thought becomes that this risk is acceptable. Similar scenario to canopies opening on take-off roll. Eventually, an aircraft is damaged or someone gets hurt. See top ten reasons for release in Instructor Standards presentation on SAC website.

Collision during ground maneuvering Glider returning to the grid pauses to wait for launch. When launch is delayed, ground vehicle is driven to check on the situation, the still attached glider impacts glider waiting to launch. The driver of the tow vehicle understood there was an issue with the tow-pilot and wanted to check on the towpilot.

There were several of this type of incident in 2015. A glider is being towed by a ground vehicle, the tow is paused, the glider is left hooked up and the tow vehicle is moved for another purpose sending the glider into harms way. This one was classified as an accident because the glider involved was severely damaged and taken out of operation for several weeks. Do you automatically release the glider when you stop towing it? If it needs to be moved again, then reconnect it; it is a great habit to get into. This type of incident occurs rather commonly and the fix is simple!

Towplane gear collapse – taxiing Towplane right landing gear strut fails while taxiing. Right wingtip, prop and engine damaged. The failure was a combination of an inferior part and high number of cycles associated with glider operation. Struts have been upgraded to higher duty cycle part.

The high number of cycles (take-offs and landings) per flight-hour of towing places extra strain on undercarriage components. Many clubs have gone to a NDT X-ray cycle of inspections of landing gear to find the microscopic cracks that can't be found on the DIs. FTSC can help you with contacts with clubs with successful inspection periods.

Fabric separation Glider had upper surface fabric separate from glider in flight. Glider landed without further incident.

As our fleet ages, maintenance will continue to be an issue. In this instance the fabric was only a couple of years old and investigation revealed that it had not been installed correctly. Note: It was installed by an AME.

Incidents

Wing drop – forcing a release on initial takeoff roll

Two take-offs aborted when wing runner releases wing in gusting crosswind conditions. On third take-off, PiC requests to replace wing runner. Situation was exaggerated by peer pressure to launch as soaring conditions were favourable.

Near miss with airplane; cross-country pilot

While thermaling, FLARM alert 2 km and 200 feet above, another alert 1 km and same altitude. At 500m, the pilot levels out to see better and suddenly sees the airplane pass close under him. NSO: FLARM does not replace good look-out.

Takeoff initiated with slack cable; instruction flight

Towpilot misinterprets “take-up slack” as “all-out” and applies

full throttle. The instructor releases the rope before the shock. Towpilot distracted with radio issue.

Runway overshoot – instruction flight The student lands the glider with a little too much speed. Brake not operative (known issue), glider exits end of runway and stops in row of trees (no damage).

Premature Termination of Tow (3)– slow tow speed

Three different flights, two different pilots had to release at about 500 feet due to excessively low airspeed. The cause of the low towing speeds discovered during a Daily Inspection of the towplane; pitot tube was misaligned, angled downward. Pitot aligned, no further issues.

Ground loop on landing Single seat high performance glider experienced a minor ground loop after the left wingtip dropped during the landing rollout. Glider rotated 180° – aircraft was undamaged.

Glider canopy opens during flight Canopy opens in flight after spins. Glider slowed to 45 knots for remainder of flight. Glider yawed slightly to the left in circuit enabling the pilot to close the canopy and land without further incident. Canopy visually confirmed closed and locked as per procedures by wing runner.

Towplane wing puncture – glider positioning on ground

While ground handling glider with one-man towing system towed by a car, winglet ripped underside of parked towplane.

Wing dropped – glider disassembly Glider was being disassembled, port wing removed, starboard wing slid out and fell on the ground – no damage.

Glider wing puncture during assembly Wing comes off dolly and falls in the trailer during assembly – minor damage.

High final approach Glider too high on final (full spoiler and side slip) changes runway at last moment – lands safely.

Runway incursion Launch initiated with glider on short final. Landing glider had to adjust to avoid collision.

Runway incursion A towplane landed on the north side of the runway while there were glider movements and flight preparation operations just south. Landing against Standard Operating Procedures (SOP) in this situation.

Landing gear collapse The landing gear on a glider collapsed upon landing touchdown.

Hard landing Glider landed slow and hard on an otherwise normal approach. The pilot stated being distracted by close-by gliders on the crowded runway.

Tow interruption Instructor released prematurely during a “box” demonstration due to excessive slack in the rope.

Unlocked canopy Distracted pilot attempted to take-off without securing the canopy. The wing runner saw the ajar canopy and aborted the take-off to correct the situation.

Tail dolly left on Glider (Grob) took-off with the tail dolly still installed, tail dolly just exited the hole without incident.

Incorrect wing runner operations

At the beginning of the season, some instructors and pilots noted the need for training wing runners.

Tow interruption – first solo First solo mistakenly releases at 1000 feet. Performs planned maneuvers before realizing he is low, loses sight of the field and lands off-field without further incident.

Runway incursion Passenger departed glider and crossed the runway without supervision by the pilot.

Hard landing with student Student pilot flares too high, instructor verbally corrects, student lowers the nose then flies (no flare) into the ground, no damage.

Dropped microphone limited control movement Radio mic falls into stick well, behind stick preventing aft movement limiting the pilot’s ability to flare. Glider lands hard and fast, bounces twice and lands without further incident.

Runway incursion Golf cart crosses runway with glider on short final.

Disorientation results in loss of airfield and landout

Student pilot is disoriented (about 1300 ft), unable to locate the airfield, outlands without further incident.

Spoilers open during take-off Spoilers open on take-off; situation corrected by radio call from ground station. Launch was interrupted to correct instrument issue during which the spoilers were cycled. The pre-launch checks were not redone.

Wing dent while maneuvering glider near golf cart

The leading edge of glider right wing tip struck the rear right side tire rim on the golf cart while maneuvering. Wing leading edge 4 cm dent about 8 cm inboard from the wingtip.

Glider hits towplane during ground maneuvering

Glider being towed back online, wing tip impacts towplane wing tip despite pause in ground handling operation to confirm tip clearance.

Controls obstructed

Parachute bags stored on top of push rods behind the spar (ASK-21) – storage shelf ordered from manufacturer.

No airspeed

During spring check, P1 notices airspeed instrument not working, confers with P2 (both instructors) – flight continues without further incident. *NSO: good example of Cockpit Resource Management (CRM) as P1 consults P2 on situation.*

Abbreviated circuit – turn too close to ground

During spring check on low altitude loss of winch exercise, pilot’s (P1) aggressive use of spoiler results in turn to final being too low and checkpilot (P2) takes control to avoid wing tip impacting ground. Observers on the ground estimate wing tip 10 feet. Both pilots were instructors.

Aircraft flown with no TE probe & no DI

Glider rigged and flown without TE probe installed and battery incorrectly installed. DI was not performed before glider was brought on line and conducted four flights before the error was noticed and corrected.

Procedures not being followed

Wing runner not following new procedure – runs in front of towplane with engine running. When discussed, refused to follow new procedure as he personally felt new procedure was unsafe.

Taxiing close to bystanders

Glider intro flight lands, turns off runway and taxis very close to bystanders causing people to have to move out of the way.

Winch parachute lands on glider

Winch cable and parachute lands on parked glider after launch.

Bad spin recovery

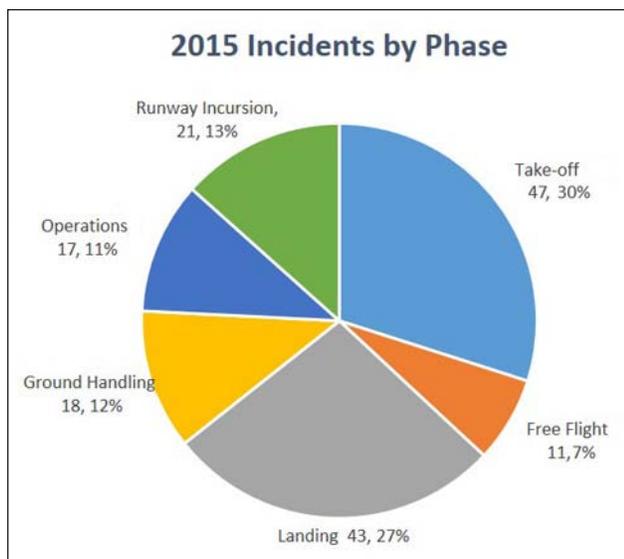
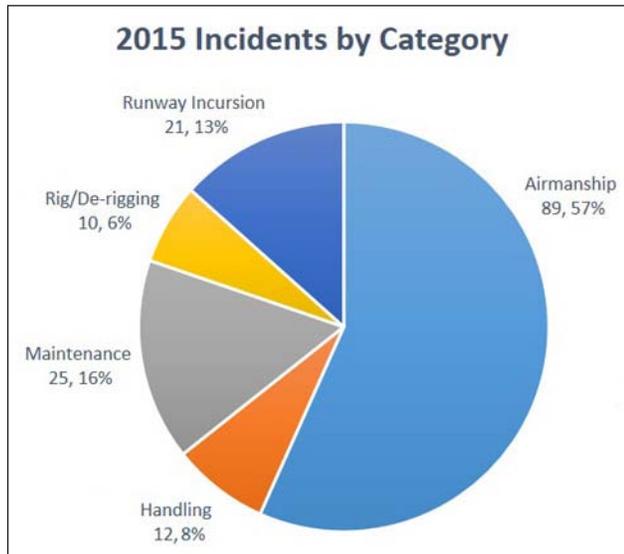
P1 demonstrating spin entry and recovery, instructor (P2) had to take control after improper recovery technique applied.

Bad spin recovery

Student pilot experiences panic attack (screaming) during spin recovery exercise. After conferring with other instructors it was agreed that this student would not make a good pilot (likely never up to solo standard). Student made the decision to leave the club.

Near miss – mid air

Towplane with glider in tow about 1800 feet overhead field observe C-172 400 feet above and



1/2 mile. Radio contact established, flights continued without further incident.

Near miss – mid air Large airliner overflew glider aerodrome about 2500 ft agl. Of note, this glider aerodrome does issue a NOTAM to 7000 ft advising of glider activity, still legal to vector arriving jets through this airspace.

NOTAM opening lead time NOTAM opened late, Nav Canada requests a little lead time on opening NOTAMS.

Controls jammed – loose object in cockpit Radio mike fell into stick well and restricted control stick movement.

Excessive radio chatter Excessive chatter on circuit frequency, including discussion of how to cook a steak (discussion was between non-glider pilots proving we know how to cook a steak).

Loss of directional control landing Single seat glider loses directional control on landing roll out, ground loops 180° before coming to a stop. No damage.

Ground handling – wing damage Towplane wing tip damaged while moving AC into hangar, situation was complicated by sudden and violent rain storm passing through the area.

Circuit conflict Towplane on close base comes in conflict with glider on long final, towplane aborts landing. No radio calls made.

Missed checklist on circuit – distracted Distracted by passenger, pilot misses “wheel” on pre-landing checks, mistake corrected later in circuit, glider lands without further incident.

Aborted take-off – wing drop High performance glider experiences wing drop on take-off and aborts take-off. First flight on type for towpilot who planned a gentler acceleration than normal.

Wing damage – ground vehicle Wing damaged by ground vehicle maneuvering inside hangar.

Circuit conflict Two gliders close together in circuit. Radio call alerts glider to other traffic in circuit, both gliders land without further incident.

Release failure Winch cable “released” when take-off was delayed. Cable discovered to be still connected when launch re-started.

Canopy released on ground Canopy fell from hinges when opened after flight.

Off-field landing – “Get there-itis” Two-seater lands out after getting low during first contest in marginal conditions.

Missed item on DI Seat belt not functioning, discovered as P2 straps in, missed on DI.

Runway incursion Dog loose on runway – owner observed running after dog.

Circuit conflict Power traffic in conflict with two gliders and a towplane all in the circuit to land. Power traffic did not respond to radio calls. Two gliders and towplane landed

without further incident

Gear-up landing P1 mistook gear up for gear down. Warning horn sounded when spoilers deployed, decision to land gear up, too low to extend gear.

Circuit change Pilot appeared to be coming in straight-in on runway 23 then 21 then modified for 30 but pressed on to 32 overflying campers and private gliders at under 100 ft for a base/final turn.

Stall short final Pilot appeared to be very slow through base/final, even after briefings about penetrating through winds (low performance glider) prior to take-off. On final, at slow speed the airplane appeared to stall and veer off to its right before recovering & landing short.

Aborted take-off – fuel cap missing Previous pilot refueled, replacement pilot initiated take-off with glider in tow. Observed fuel streaming over nose and aborted take-off without further incident.

Landing in bad weather Glider landed in very bad weather (low ceiling, rain, lightening) after all other aircraft put away.

Towrope broke on initial roll Towrope broke on initial ground roll. Wing runner noted wear in the towrope, P1 OK'd rope for one more flight to keep operation going.

Landout on intro flight PiC on intro flight allowed altitude to decay and landed out at local airport.

Near miss – mid air Towplane with glider on tow observes single engine traffic about 100 ft ahead and 200 ft below. Tow continued without further incident.

Runway incursion Towplane parked on runway after runway change in conflict with glider on final. Glider alters course to avoid parked aircraft and lands without further incident.

Spoilers open on take-off Spoilers opened on take-off, spoilers closed, flight completed without further incident.

Pitot & fuel vent covers not put on towplane Towpilot interrupted while tying down towplane fails to cover pitot and fuel vent ports.

Towing glider down center of runway, delaying launch Glider being towed back into position after landing is towed down the runway centre line delaying launch.

Towplane tail spring crack Inspection revealed a crack in the towplane tail wheel. Part replaced.

Glider tied down incorrectly Static cover on glider (tied down outside) installed incorrectly.

Static port blocked Glider tied down outside.

Towplane covers mowed While mowing the parking spot for the towplane, the small covers for the pitot and fuel vents were destroyed by the mower.

Solo student decides to wait for his first solo, and a towpilot calls it a day at 1300 Solo student cleared for first solo opts to wait for better weather. Towpilot calls it a day at approximately 13:00 due to heat and workload. Not incidents – good examples of decision-making.

Towplane tach cable failure During start-up checks, tachometer observed to be not functioning. Pursuant to CARs 604.19, the operation was shutdown until a replacement cable was installed.

Pilot took off with obstacle on runway Glider P1 requested obstruction (glider) be cleared from the runway, take-off proceeded without the obstacle being cleared. Others on field felt it was not an issue. *NSO: we need to be respectful of the Pilot in Command (PIC), who is responsible for the flight.*

Test flight of ultralight glider P1 of homebuilt self-launching glider failed to notify ground of intentions and departed area on an initial test flight of new aircraft. Ground initiated search for aircraft.

Ground loop on landing Glider ground looped during landout, wing tip skid separated from aircraft.

Ground loop on landing Glider ground looped during landing.

Hard landing Glider lands hard when student allows air-speed to decay on short final. Instructor took control too late to prevent hard landing.

Towrope snag on fence on landing Towrope catches fence on landing. Towplane completes landing without further incident.

Multiple landouts Club reports unusually high number of landouts – indication of change in club focus (type of flying).

Runway incursion Glider landed and remained on runway for several minutes while power traffic waited to land.

Towplane aborted final Towplane on final approach aborted landing while self-launching glider taxis into the active runway and takes off despite repeated radio calls.

Tail strike landing Glider touches down tail first, tail skid separates from glider. Pre-existing fatigue crack noted.

Undercarriage failure after take-off Left towplane landing strut separates after take-off while towing a glider. Towplane radioed and made an emergency landing at large airport (paved runway), left hand wing tip damaged on landing.

Circuit conflict Glider and towplane in circuit. Towplane initially does not see glider, but aborts landing when glider is observed. Both aircraft landed without further incident.

Runway incursion Visitor walks onto runway with glider on final.

Hangar rash Glider hangar rash while maneuvered in hangar.

Assembly Glider wing minor damage during assembly.

Winch launch cable break Numerous winch cable breaks, cable replaced with 5mm Dyneema rope, no more breaks.

Tow bar fell on AC fuselage On a windy day, tow bar blown onto fuselage of aircraft.

Ground handling damage Ground handling vehicle left hooked up to glider, vehicle moved causing uncontrolled movement of glider damaging wing.

Loss of control on tow (climb out) Glider experiences un-commanded roll during initial climb on tow, aborts the tow and returns to the runway without further incident.

Runway incursion Glider lands on adjacent runway after ground vehicle enters runway when glider was on short final.

Aborted take-off – ballooning First flight on type (Cirrus) results in glider ballooning on take off, glider pilot released and landed without further incident. Pitch input was required to control the towplane.

Runway incursion A child runs on to the runway causing the towplane to abort landing.

Airspace not opened Airspace (NOTAM) was not opened until after second glider launch.

Loss of oil pressure Towplane aborted tow due to loss of oil pressure. Both glider and towplane landed without further incident. Oil line fitting was loose.

Incomplete pre-flight briefing with intro flight

Intro flight passenger was not properly briefed, P1 corrected oversight before take-off.

Landing gear malfunction Manual undercarriage extension mechanism used after electric gear extension fails. Glider lands without further incident.

Hangar rash Glider's wing tip impacted hangar wall during ground handling.

Excessive slack in rope – all out signaled Glider "sling shot" during launch – all out signal with slack in the rope.

Assembly error Glider assembled and flown with main pin unsafetied. Situation corrected before second flight.

Spoilers opening on take-off Spoilers open during initial glider launch, ground station made radio call, spoilers closed. Spoilers opened again, another radio call and spoilers closed and locked. Glider completed flight without further incident. Spoiler locking mechanism repaired.

Low tows Towplane inadvertently throttled back on take-off due to lack of familiarity on type (new towplane). This happened on two flights. Both flights, the throttle setting was corrected and both flights continued without further incident.

Towplane cylinder head failure Cylinder head fails during tow. Towplane and glider return to the airport without incident.

Uncontrolled bouncing on take-off Glider bounces several times on take-off approaching a tow upset before regaining control. Flight is completed without further incident.

Canopy open in flight Glider canopy starts to open in flight, issue is immediately noticed by the pilot and is corrected. Flight is completed without further incident.

Loss of airspeed indication in flight Glider airspeed indicator (ASI) failed in flight. Pilot elected to continue the climbing to 6000 ft, re-familiarizing himself with the stall characteristics. The flight was completed without further

incident. Total energy (TE) probe was not installed correctly.

Modified circuits Two sequential flights both experience heavy sink in the circuit and are forced to make abbreviated circuits resulting in downwind landings on alternate runway.

Low, steep turn to final Glider on instructional flight gets low in challenging conditions and has to make abbreviated circuit to land. During a very steep turn to final, the student (flying pilot) opens the spoilers and is corrected by the instructor. This can easily lead to stall/spin and should be corrected immediately.

Close approach to glider on the ground Landing glider passes close over two parked glider waiting to launch.

Rapid altitude loss (probable stall) on final approach A high performance glider experienced a stall on short final. The winds reported as strong and gusting. Glider recovered and landed without further incident.

Damaged empennage discovered during maintenance During winter maintenance damage was discovered on glider's empennage. The damage was not noted at the time of occurrence or on subsequent daily inspections (DIs)

Canopy blown open Glider tied down outside experiences 100 km/h winds. Canopy is blown open damaging canopy and hinges.

Tow aborted Glider aborts take-off at about 100 ft. Towplane experienced turbulence, glider pilot interpreted it as the emergency "waving off" signal.

Canopy ejected Glider canopy ejected on ground.

Box wake without letting towpilot know Glider initiated boxing the wake exercise without notifying towpilot.

Towrope not hooked up properly Glider hooked up to towrope improperly, disconnected when slack taken up.

Weak link broke Link broke at knot on initial ground roll.

Aborted take-off Student makes 'All out' radio call instead of 'Take up slack'. Instructor pulled release.

Aborted take-off Glider dropped wing on initial ground run. Pilot pulled release with no further incident.

Towplane window opens during tow Towplane's window hatch opens during tow. Flight was completed without further incident.

Drogu chute and flap failure Glider drogue chute failed to deploy on landing and landing flap suddenly came out of detent to full up. Pilot landed safely but longer than intended.

Runway incursion A new club member drove down the middle of the runway with retrieve cart.

Glider hooked up with tail dolly Glider hooked up to towplane with tail dolly on. An observer noticed and stopped the launch.

Ground handling winch cable Driver began moving retrieve vehicle before winch driver safely away from rope.

Runway excursion Glider passed end of runway during

landing and stopped in a ditch after simulated winch break.

Runway incursion Flock of a few hundred seagulls at approach end of runway. Chased away with quad bike and dog. Hazard reduced from few hundred seagulls to single errant dog.

Winch failure – launch aborted Winch pulled off block under hitch during launch. Launch aborted.

Runway incursion Small dog came off leash onto runway.

Runway incursion Dog came off leash during winch cable retrieve.

Winch break x 2 Link break, landed safely (2 incidents).

Take-off initiated before glider ready Towplane started takeoff roll before glider was ready. Flight completed without further incident.

Radio inaudible with window open Radio speaker in glider very hard to hear when air vent was opened. Speaker scheduled to be replaced during winter maintenance.

Groundloop landing x 2 Glider landed short in tall grass and ground looped (2 incidents).

Towplane undercarriage weakened on landing Towplane undercarriage weakened, 1/3 of the bungee broken on one side during landing.

Ballast hidden under seat 15 kg lead ballast hidden under front seat of glider.

Circuit incursion Visiting helicopter does not follow proper circuit procedure.

Fuel cap Towplane fuel cap falls off during takeoff. Take-off aborted.

Thermalling in circuit Glider thermalling on the base leg.

Door open on take-off Towplane door opened inadvertently on take-off. Flight completed without further incident.

Circuit incursion Power traffic observed in airport circuit.

Gear up landing Glider landed with gear retracted.

Seatbelts not secured Seat belts not properly secured before take-off, noticed by the wing runner, the glider completed the flight without further incident.

Landing glider not adjusting for runway obstacles Student pilot observed not adjusting course on ground roll after landing – taught to maintain centerline.

Tower signals confusing Two contradictory ways of signaling the tower causing confusion – adjusted to one method.

PowerFLARM damage Screen damage on a PowerFLARM.

Delamination Glider horizontal stabilizer slight delamination.

Poor understanding of procedures It was observed that there is a poor understanding of the different procedures from our home field to the wave camp.

Landing near-miss Student instructor being checked out for

back seat does not see obstruction on runway during landing, check pilot takes control, glider landed with no further incident.

Conflicting traffic Helicopter in conflict with glider traffic.

Increased use of radio Operating frequency to be used more frequently to alert other aircraft to glider presence in temporary (wave) operation.

Runway incursion Child on the runway during landing.

Runway incursion Drone incursion during glider launch.

Wrong replacement part Wrong replacement part of canopy cable (support canopy when open) – potential to catch on rear stick.

Tool left in glider Tool left in glider just in front of rudder pedals. Wing runner noticed during hook-up (DG glider). Flight completed without further incident.

Hangar rash In-hangar collision of two gliders while packing for winter storage, minor damage (scraped paint).

TECHNICAL – Paul Fortier

There was nothing to report for 2015. Paul has resigned from the committee and a replacement is being sought.

TROPHIES & AWARDS – Phil Stade

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

Bruce Friesen – Edmonton Soaring Club

4356.3 OLC points 3633.1 km total 605.5 km average

Bruce Friesen has demonstrated a consistent and determined interest in making great flights by achieving a top five position on the OLC Champion list for five of the last seven years. His 'Scarlet Lady', a Standard Austria, has been joined by a Discus b and the latter has allowed him to post higher average speeds as shown in the 23 May flight in which he recorded 134.2 km/h over a 400 km triangle giving him the 400 km Speed Triangle record. Congratulations again Bruce on showing Canadian pilots how preparation and persistence results in remarkable flights.

	<i>OLC Pts / Dist.</i>
1. May 23 – Discus b	851.9 / 744.0 km
2. May 22 – Std Austria	796.7 / 555.3 km
3. May 13 – Discus b	754.4 / 692.2 km
4. May 24 – Discus b	701.0 / 626.3 km
5. June 7 – Discus b	643.6 / 597.8 km
6. May 19 – Std Austria	608.8 / 417.5 km

BAIC Trophy – Best flight of the year - **pure glider**

Chris Gough – Edmonton Soaring Club

Jantar C-GXTS

This is Chris second consecutive year as winner of the *Best Flight of the Year* and again it was achieved in a nearly 40 year old aircraft, a Jantar borrowed from Carol and John Mulder. The flight was a declared 750 km triangle which was on the OLC at 813.04

km. This flight resulted in Chris capturing the Free Triangle Distance record in all classes, and the Triangle Distance and the 750 km Speed Triangle records in Club Class. Congratulations Chris. More details of the flight can be found at <http://christophermough.blogspot.ca/2015/05/declared-750km-triangle.html> and on OLC at <http://www.onlinecontest.org/olc-2.0/glider/flightinfo.html?dsld=4370934>

May 24, 2015

OLC Points / Dist 1041.85 / 813.04 km

Speed 102.71 km/h

Take-off Chipman, AB

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

Gilbert Cormier – Canadian Rockies Soaring Club

2339.8 OLC points 2392.7 km 398.8 km average

Gilbert started his gliding 'career' in 2012 with CRSC and since 2013 he has been flying the Rockies in his Discus CS C-GRLG. Aviation isn't a new pursuit however. He has about 5000 hours flying Hercules for PWA in the high Arctic and about 20,000 hours flying Airbus and Boeing aircraft for Air Canada. All his winning glider flights were flown out of Invermere.

1. July 5	511.5 / 537.3 km
2. July 9	421.9 / 436.9 km
3. July 4	368.1 / 336.4 km
4. June 22	353.6 / 370.8 km
5. July 2	350.0 / 366.6 km
6. May 20	334.8 / 344.7 km

Stachow Trophy – maximum altitude in excess of 5000 m

Wilf Plester, of the Cu Nim Gliding Club is the winner of the 2015 Stachow Trophy for the highest flight recorded in Canada. His flight was in the Cu Nim ASK-21, C-FLTY on 12 October 2015. The Cowley Wave Camps generate most of the Stachow Trophy flights and the fact that the airspace is opened to 28,000 feet often results in several pilots a year reaching that level. Although each pilot judges their altitude based on the aircraft altimeter, the GPS flight recorders often show results that vary from others. To fairly award the trophy, the height gained above the low point is used to break a tie. Variations of +/- 300' in flight logs are common for pilots reporting reaching 28,000 especially if the flights occur on different days.

Maximum altitude – **27,637 feet** (8,424m)

Height gained – **19,669 feet** (5,995m)

This was a particularly memorable flight for Wilf since his son, Colin was with him. Although Wilf has attended the Cowley Wave Camps numerous times, this was his first time above 22,000'. Congratulations Wilf.

Walter Piercy Trophy

The 2015 recipient of the Walter Piercy Award for Instructor of the Year. is **Fernando Garza** He completed 140 instructional flights with Saskatoon Soaring in 2015. Instruction included both aerotow and the winch methods of launch,

with over 65% of the club's instructing load. In addition, he functioned as the club's Safety Officer, ground school instructor, and simulator training instructor. The instruction flights did not include additional familiarization flights or time spent supervising student solo flights. Fernando is also deeply involved overseeing club aircraft maintenance and club growth initiatives.

Hank Janzen Safety Award

The 2015 recipient of the Hank Janzen Safety Award is **Jo Lanoë** of CVV Quebec. Jo's safety report was superior to all the other club reports for 2015. His work in the club as Safety Officer was thorough and his report made good recommendations for corrective actions. As well, his follow-up has been exemplary, analysing what went wrong and taking corrective actions to prevent re-occurrence. His efforts contribute to cultivating an excellent safety culture at the club.

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WEBSITE – Jay Allardyce

The SAC website received a significant overhaul almost two years ago and the new website continues to serve members well. In order to keep the website technically sound, the Board elected to retain the company that built the new website to provide ongoing support and maintenance to ensure it does not have any technical issues and that no data is lost. This support arrangement seems to be working well and the website has not experienced any significant technical issues to date. The new website was also built with the capability to be regularly updated with news and interesting posts.

The Board made a decision to bring on a Web Editor in early 2016 with the goal of keeping the website more up to date with interesting articles and news. Our new Web Editor, Selena Boyle, has started learning the new role and we hope that she will start to add interesting content to the site very shortly.