

SOARING ASSOCIATION OF CANADA



**ANNUAL
REPORTS
FOR
2018**

Contents

SAC President report	3
Pacific Zone Director & clubs	6
Alberta Zone Director & clubs	8
Prairie Zone Director & clubs	10
Southern Ontario Zone club reports	12
Eastern Ontario Zone Director & clubs	14
East Zone Director & clubs	16
SAC Treasurer report	20
Financial Summary for 2018	22
Minutes of the 2019 SAC AGM	24
SAC Committee reports	25
Safety (Accidents & Incidents)	33
Current Canadian Records	40

Cover photo *Patrick Pelletier is running north up the spine of the Livingstone Range at a Cowley Summer Camp.*

SAC BOARD OF DIRECTOR & ZONE REPORTS

PRESIDENT – Sylvain Bourque et Directeur de la sécurité / Safety Director

L'Association Canadienne de vol à voile a vécu une excellente année 2018. Depuis 10 ans, nos adhésions se sont stabilisées annuellement à près de 1 000 membres. Vous verrez dans notre bilan financier 2018 que nous avons atteint une stabilité financière confortable. Les différents fonds créés dans les années 80 par des Directeurs visionnaires ont cumulé un capital qui les rend autosuffisants dans le but de combler les besoins financiers malgré une baisse du nombre de cotisation. Ces différents fonds stimulent notre sport par l'entremise des 27 clubs de planeur Canadiens. Il est important de noter que nous avons été audités par Revenu Canada en 2015. À part quelques détails corrigés, notre opération d'organisme sportif Canadien est parfaitement selon les règles. C'est très rassurant pour une organisation dirigée par des bénévoles. 2019 sera excitant car le Canada sera l'hôte des 3^{èmes} championnats de planeur FAI - Pan Américain. Cette compétition d'envergure aura lieu du 29 juillet au 14 août 2019 au club de SOSA.

Notre association rencontre présentement certains défis pour trouver des volontaires voulant y contribuer. Rien de nouveau car les clubs rencontrent déjà ces mêmes défis depuis quelques années. Par exemple, vous ne recevez plus votre revue Vol Libre depuis plus d'un an pour cette raison. Nous sommes toujours à la recherche d'un volontaire à ce sujet. Nous avons contacté sans succès tous les Présidents de clubs pour voir si un membre était intéressé de prendre cette responsabilité rémunérée. Également, nous n'avons trouvé aucun volontaire pour devenir directeur de la zone sud de l'Ontario lors du processus d'élection 2019. C'est malheureux car cette région contient environ un tiers de tous les membres du Canada. Notre association est divisée en six zones et a donc six positions de directeurs bénévoles. Si vous êtes intéressé d'être directeur de la zone Sud de l'Ontario ou l'éditeur du contenu de notre magazine Vol Libre, veuillez me contacter directement ou contacter le bureau de L'AVCC-SAC.

Côté sécurité, heureusement aucun de nos amis pilotes de planeur Canadien n'est décédé en planeur en 2018. 30 pilotes de planeur Canadiens sont décédés en planeur au cours des 30 dernières années, 8 lors des 10 dernières années.

Malheureusement en 2017 et 2016, nous avons perdu de façon tragique deux de nos amis pilotes de planeur de la région de l'est. En 2017, un membre du Club de Vol à Voile de Québec est tragiquement décédé en planeur. 2016 fut aussi une année tragique lorsqu'un membre de l'Aéroclub des Cantons de l'Est est aussi décédé en planeur. Ces deux accidents furent le résultat d'une vrille / décrochage suivi d'un impact avec le sol/obstacle. La vrille/décrochage avec impact avec le sol continue d'être la raison principale d'accidents mortels de l'aviation de loisir. Ces tragédies sont une catastrophe pour la famille, les amis et les membres de ces deux clubs.

Étant donné la gravité de ces accidents, nous ne pouvons le laisser passer sous silence. Voici pourquoi nous insistons sur l'importance de sensibiliser tous les membres de l'ACVV-SAC qu'une vigilance particulière doit être de mise afin d'empêcher ces tragédies d'arriver. Vous devez tous vous sentir concerné. Prenez un moment pour avoir une pensée pour eux, leurs amis, conjoints, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui d'entre nous l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.

Lors des 4 des 10 dernières années, il n'y a eu aucun décès ni blessé grave au Canada. Il y a eu aucun décès en planeur lors de 14 des 30 dernières années, soit en 2018, 2015, 2014, 2010, 2008, 2006, 2001, de 1993 à 1998 et 1989. Il y a une faible tendance vers l'amélioration. Rappelez-vous que notre sport n'est pas sans risques qui peuvent devenir tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité de notre activité. Quelle sera votre implication personnelle et de votre club afin d'améliorer votre sécurité et celle de tous ? En 2018 nous avons eu 5 accidents et aucun décès en planeur. Nous avons des pauvres statistiques au Canada pour les 10 dernières années de 11.8 incidents rapportés et 0.85 pilotes tués dans un planeur / 1 000 pilotes par année. La Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Les statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. 12 pilotes pourraient soit être blessés, soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Espérons que ça ne sera pas le cas.

Selon les statistiques, les instructeurs ainsi que les pilotes expérimentés semblent les plus à risque. L'impact avec le sol résultant d'un décrochage/vrille est la cause principale de décès en planeur au Canada. Ayez ceci en tête au courant de la prochaine saison de vol à voile pendant chaque vol. Connaissez-vous, sur le planeur que vous volez, l'altitude requise pour sortir d'une vrille ? 500 pieds serait l'altitude moyenne à laquelle vous serez incapable de vous sortir d'une vrille. Le virage de l'étape de base à final est donc l'endroit le plus susceptible de partir en vrille. Il faut donc être très vigilant. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Vous verrez que les mêmes erreurs se répètent d'un club à l'autre, année après année. Faites-vous un devoir de rapporter anonymement à l'officier de sécurité de votre club tout incident dont vous êtes témoins. Il faut partager cette information avec les autres pilotes de planeur afin d'éviter que ça se reproduise à nouveau. Nous devons apprendre des erreurs des autres parce que notre vie est trop courte pour toutes les faire tous sois même.

Avez-vous pris connaissance du programme national de Sécurité (SAC National Safety Program) disponible sur notre site Internet www.sac.ca dans la section document puis, formation et sécurité ? Est-ce que votre club y a adhéré et adapté son manuel d'exploita-

tion ? Est-ce qu'il a été mis à jour sur une base régulière ? Faites-vous des audits de sécurité périodiques (3 ans min.) ? L'expérience récente est très importante, autant sinon plus que l'expérience totale. Il nous faut voler régulièrement, soit plus d'une fois par mois en saison. Il ne faut pas se gêner pour faire un vol avec un instructeur si on a le moindre doute. Soyez vigilant en 2019, car avec les dernières saisons ordinaires que la majorité d'entre nous avons eues, la faible expérience récente (des 12 derniers mois) peut nous rendre à risque d'avoir un incident ou accident. Analysons chacun nos carnets de vol et comparons nos vols faits récemment avec les années précédentes afin de voir si on est à risque.

J'espère que vous connaissez une des façons significative de diminuer le taux de décès en planeur au Canada. Une façon prouvée très efficace est d'investir dans l'achat d'un FLARM. On nous rapporte que plus de 160 unités FLARM furent utilisées en 2018 dans les clubs canadiens. L'investissement est rentable si on pense aux 2 accidents par abordage en vol que nous avons eu en planeur au Canada en 2011 et 2013, tuant 6 personnes. Il n'y a eu aucun autre abordage en planeur depuis 2013. C'est rentable aussi avec le retour de 5% par année sur vos primes d'assurances contractés avec le courtier de l'ACVV. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC. Aussi, un nouveau programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs canadiens à promouvoir des initiatives liés à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un FLARM ou de toute autre dépense qui améliore la sécurité à votre club. Un FLARM coûte environ 2000\$, alors votre vie vaut combien ? Demandez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action. J'espère que mon prochain mot du président débutera encore par : « Heureusement, aucun de nos amis pilotes de planeur Canadien est mort en planeur en 2019. »

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

La moitié de nos six directeurs du conseil d'administration de l'ACVV-SAC sont élus pour un mandat de 2 ans. Cette année, ce fut le tour des directeurs des zones du Pacifique et de l'Est qui furent réélus sans opposition. Nous n'avons reçu aucune nomination pour le poste de directeur pour la région du sud de l'Ontario. Les membres du conseil d'administration de l'ACVV-SAC sont :

Sylvain Bourque Directeur de la zone Est depuis 2005, V-P de 2006 à 2009 et Président depuis 2010. Sylvain a commencé à piloter des planeurs en 1994, depuis il est un membre actif de l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, le remorquage que la comptabilité en tant que trésorier de club. Il est instructeur de planeur de classe 1, détient une licence de pilote professionnel d'avion et un certificat avancé de pilote de drone. Il est également examinateur radio aéronautique et agent autorisé pour les licences planeur. Sylvain possède un Pégase avec deux autres partenaires. Il est fier de faire parti de ce conseil d'administration composé de gens de tous les horizons qui sont très impliqués et qui représentent bien les intérêts de la communauté vélivole.

George Domaradzki Directeur de la zone Est de l'Ontario depuis 2014 et V-P depuis 2016. George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et chef instructeur à Rideau Valley Soaring. Il coordonne les cours théorique de pilote de planeur pour la région d'Ottawa et a donné diverses présentations théoriques. George est le fier propriétaire d'un ASW-20 qu'il vole chaque fois qu'il n'est pas prévu pour l'instruction. Il a pris sa retraite du gouvernement fédéral en tant que démographe en 2011, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine. Il aime voyager dans des contrées lointaines pendant les mois d'hiver.

Directeur de la zone sud de l'Ontario – vacant

Nous n'avons reçu aucune candidature à ce poste de la part des clubs de la zone. Stephen Szikora ne renouvelle pas son mandat. Stephen était directeur de la zone sud de l'Ontario depuis 2013. Il fut notre V-P en 2014 puis Trésorier de 2015 à 2017. Stephen est aussi le président de l'Aéroclub du Canada. Nous tenons à le remercier pour sa grande contribution qu'il a faite à notre association.

Jay Allardyce Directeur de la zone des Prairies depuis 2012, secrétaire de 2014 à 2017 et trésorier depuis 2018. Jay a commencé à traîner autour de l'aérodrome à l'âge de sept ans et débuta des leçons de pilotage dès qu'il était capable d'atteindre le palonnier. Il pilote des planeurs depuis 1999 et sa grande passion est le vol voyage. Il est actif en tant qu'instructeur et pilote de remorqueur au Winnipeg Gliding Club. Il a participé à plusieurs compétitions de vol à voile et a été pendant plusieurs saisons le champion junior OLC au Canada. Jay possède une part d'ASW-19 avec deux autres partenaires et aime faire des vols voyages quand c'est possible. Pour financer sa passion, il travaille dans la gestion de programmes pour une société aérospatiale basée à Miami. Quand il n'est pas dans l'air, il aime jouer au hockey et au Golf.

Pavan Kumar Nouveau directeur par intérim de la zone de l'Alberta. Pavan remplace Jordan Lewis qui a dû se retirer de son poste de directeur du conseil d'administration à cause d'un changement de carrière qui sera exigeant. Pavan a fait sa formation de pilote privé avec les cadets en 2011 et est devenu un pilote remorqueur avec le club de Saskatoon. Avec Saskatoon, il a complété sa formation de pilote de planeur et son annotation d'instructeur. Depuis sa fondation en 2013, il est maintenant chef instructeur du club Lethbridge. Ils appellent Cowley leur base et accueillent les autres pilotes des autres clubs de venir voler avec eux, essayer un treuil leur Grob twin remis à neuf et invite à collectionner les diamants à cette mine Canadienne de diamants. Ses objectifs sont le vol en montagne, la voltige, développer le site de planeur de Cowley et former des amis pilotes et instructeurs.

Bruce Friesen Directeur de la zone du Pacifique depuis 2016, Bruce est fasciné depuis toujours par les machines volantes. Ce n'est qu'après un vol de familiarisation en 1969 qu'il trouve sa passion « le planeur à grimpe, sans moteur ! ». Depuis 1983, il poursuit cette passion d'extraire autant d'énergie que possible de l'atmosphère en jouant aux échecs avec le ciel tout en se concentrant sur de longs vols avec son Austria Standard en bois, ça Scarlet Lady. Son frère cadet, le Discus, s'est récemment joint à son Austria Standard. Il n'est pas pilote de remorqueur ni instructeur, mais Bruce espère contribuer à ce sport en tant que membre du conseil d'administration de l'ACVV-SAC. Retraité, il vit sur la côte Ouest comme un vagabond

appréciant voler sur de nouveaux sites. Lorsqu'il ne plane pas, on peut le trouver au Musée canadien de vol à l'aéroport de Langley polissant des avions anciens et faisant la promotion enflammée du vol à voile aux mordus de l'aviation qu'il rencontre.



The Soaring Association of Canada had a good year in 2018. For the last ten years, our membership has stabilized at about 1000 members per year. You will see in the SAC 2018 financial report that we are in a comfortable and stable financial position. The different trust funds created by visionary directors have grown since 1980 to a level that makes it self-sufficient to compensate membership fees lost from that time. These funds stimulate our sport in Canada through its clubs. In 2015, we were audited by the CRA. Except for a few corrected details, our Canadian sport organization is perfectly in accordance with the CRA rules. This is very reassuring for an organization run by volunteers. It is also very reassuring to have devoted directors on our board. We are privileged to have chairman of committees that are extremely devoted and very proficient.

2019 will be exciting because the 3rd FAI Pan-American Gliding Championships will be held from 29 July to 14 August at the SOSA Gliding Club.

Our association is currently facing some challenges in finding volunteers to contribute. Nothing new because the clubs already meet these same challenges in recent years. For example, you have not received your *Free Flight* magazine for more than a year for this reason. We contacted unsuccessfully all club presidents to see if any member was interested in taking on this paid responsibility. (Read Bruce Friesen's further discussion on this problem on page 6.) As well, we did not find any volunteers to become Southern Ontario Zone Director in the 2019 election process. This is unfortunate because this zone contains about one-third of all members in Canada. Our association is divided into six zones and therefore has six Director positions. If you are interested in volunteering for the Southern Ontario Zone Director position or as the content editor of our *Free Flight* magazine, please contact me directly or contact the SAC office.

Fortunately, there was no fatality in Canada in 2018. 2016 and 2017 were tragic for gliding in Canada. Thirty Canadian glider pilots lost their lives in gliding over the 30 last years, eight in the last ten years. Unfortunately, we tragically lost two gliding colleagues in our region in 2017 and 2016. A member of the Quebec Gliding Club (CVVQ) tragically died in a glider accident in 2017, and 2016 was also a tragic year when a member of the ACE club impacted ground when he was in the circuit at his club. These fatal accidents involved a collision with an obstacle resulting from a stall/spin recovery. Stall/spin continues to be our number one fatal accident category. They were catastrophic for the family, friends and for the members of these two clubs. Due to the gravity of this accident, we can't ignore it. This is why I put so much importance to this event to make sure all SAC members raise their awareness to the highest level and protect them all from repeating this. We all need to be concerned about the risks related to our sport. Take a moment to have a thought for them, their friends, spouse, kids, mother, 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.

On four of the last ten years, there was no fatality or seriously injured pilot within SAC. There was no fatality on 14 of the last 30 years, so in 2018, 2015, 2014, 2010, 2008, 2006, 2001, from 1998 to 1993 and in 1989. There is a slight trend to improvement. Remember that our sport is not without serious risks that can become tragic. We have to do everything possible all the time to improve the safety of our sport. What is your personal participation in safety for yourself and for all? For this year, our members had five accidents but no fatality. The last 10-year average is 11.8 accidents and 0.85 fatality/1000 pilots per year. Norway has a fatality rate of 0.1 fatality/1000 pilots per year. Statistics suggest that one of our club members could die gliding 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 work towards that not being the case.

Instructors and experienced pilots seem more at risk if we look at the statistics. Ground impact resulting from stall / spin is the leading cause of glider fatalities in Canada. Next season, have this in mind on every flight. Do you know the altitude required to get out of a spin in the glider that you fly? The average altitude under which you will be unable to get out of a spin is about 500 feet. The turn from the base to final is therefore the place most likely to spin. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process is anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, the same mistakes seem to be repeated in clubs. We have to learn from the mistakes of others because our life is too short to make them all ourselves.

Have you read the SAC National Safety Program available on our SAC website www.sac.ca in the document section and in the Training & Safety section? Does your club follow it? Winter is our enemy as it lowers our currency. Fly often, more than once a month or at least do a circuit with an instructor before flying if you have doubt. Be vigilant in 2019 because many of us have low recent flying time in recent years and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your log book and compare the flight time you did recently with the previous years to see if you are at risk.

I hope you all know FLARM is one of the good ways to significantly improve safety and stop fatal midair accidents involving gliders. It is a proven device and a very good investment for your safety. The investment in FLARM is very valuable if we look at the two midair accidents we had in Canada in the last few years, killing six persons in 2011 and 2013. There has been no other glider collision since 2013. Depending on the value of the glider, the FLARM pays for itself in 7–12 years when you insure with the SAC plan because of the 5% rebate on insurance premium you receive every year. A FLARM costs around \$2000 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club to take action. Please let

my first words from next year's report be again, none of our friends died in a glider in Canada in 2019.

Now in a better tone, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I want to thank all these volunteers for their hard work with SAC.

Every two years, three of our six SAC directors are up for election. The Pacific and East Zone Directors were elected by acclamation. No one was nominated as the Southern Ontario Zone Director although Stephen Szikora has stepped down. The members of the Board of Directors for 2019 are:

Sylvain Bourque is the Eastern Zone Director since 2005, VP from 2006 to 2009, and President since 2010. Sylvain first flew a glider in 1994, since then has been an active member of AVV Champlain, involved in training, towing, and in accounting as club treasurer. He is a Class 1 glider instructor, holds an Airplane Commercial Pilot Licence and advanced drone pilot certificate. He also is an aeronautical radio examiner, and an authorized person for licensing. He owns a Pegasus with two other partners. He is proud to be part of this board which has such a wide variety of backgrounds and a huge involvement in the soaring community.

George Domaradzki is the director for the Eastern Ontario Zone since 2014 and Vice-President since 2016. The clubs in this zone are the Gatineau Gliding Club, Rideau Valley Soaring, Bonnechere Soaring and Montreal Soaring Club. George has been flying gliders since 1998 and is an instructor since 2004. He is currently President and Chief Flight Instructor of Rideau Valley Soaring. He also coordinates the Ottawa area glider pilot ground school and has given theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instruction. He recently retired from the Federal Government where he was a demographer, enabling him to carry out more flying and instruction during the week.

Southern Ontario Zone Director – vacant We received no nomination for this position from the zone clubs. Stephen Szikora stepped down after serving since 2013. Stephen was our SAC Treasurer from 2015 until 2017. He was our VP in 2014. Stephen is also president of the Aero Club of Canada. We would like to thank him for his great contribution to our association.

Jay Allardycy Prairie Zone Director since 2012 and SAC Secretary from 2014 to 2017 and Treasurer since 2018. Jay began hanging around the airfield at the age of seven and started taking lessons as soon as he was able to reach the rudder pedals. He has been flying gliders since 2001 and his particular passion is cross-country. He is an active instructor and towpilot at the Winnipeg Gliding Club. He has flown in several soaring competitions and was the junior OLC champion for Canada for several seasons. Jay owns a share in an ASW-19 with a partner and enjoys flying cross-country whenever possible. To fund his addiction, Jay works in business development with an aerospace company that overhauls jet engines. He enjoys playing hockey and golf when he can't be in the air.

Pavan Kumar is the new interim Alberta Zone Director. He is replacing Jordan Lewis, the elected Alberta Zone Director, who stepped down from the SAC Board due to a career change that will be more demanding of his time. Pavan completed a PPL with the Air Cadets and in 2011 became a towpilot with Saskatoon Soaring Club. With SSC he completed both GPL and FI before moving to Lethbridge and has served as CFI of the Lethbridge Soaring Club since it started flying in 2013. They call Cowley their home field and he welcomes other clubs and pilots to fly with them, learn to winch in their newly refurbished Grob Twin Trainer, and collect diamonds at Canada's Diamond Mine. Current goals include mountain soaring, acro training, developing the Cowley Soaring Center site, and training of fellow pilots and instructors.

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

PACIFIC ZONE – Bruce Friesen

Many of you have no doubt noticed the absence of *Free Flight* magazine during 2018. As the Director assigned Board liaison responsibilities for *Free Flight*, I regret that reality. The SAC Board has discussed *Free Flight* at length, and even more so the broader subject of communication within and amongst the soaring community in Canada.

One of the most important things SAC does to support soaring clubs, and soaring enthusiasts, across Canada is to foster the sharing of information – news, reports on events, articles on things done, things to do, things not to do. Historically, information has been distributed in a top quality magazine, *Free Flight*. More recently, the SAC web site and the Roundtable, and now social media, have provided additional ways to share stuff. Common to all these forms of distribution is the need first for material, the interesting stuff to send out – the more the better.

Recently, it has proven difficult to compile, prepare and issue the printed magazine. In parallel, the web site and Roundtable are not loaded up to their full potential. No matter what suite of channels we adopt for sharing what we can assemble, we *need the content*.

The Board has been encouraging a conversation within our community about these challenges, leading up to a discussion at the 2019 AGM in March. There are options. Pending the



outcome of that conversation, *Free Flight* magazine is on hold, with prospects that other ways to share information may, in future, take priority.

SAC is actively seeking a member of the soaring community keen to aid in the collection and sorting of national and local gliding articles, stories, how tos, and photos to be shared across a number of platforms in Canada – information of interest to all their soaring community friends across Canada. We seek an individual who can imagine actively-seeking contributions from clubs, from pilots with things to share about their flying, about events attended, from SAC sources such as badges, records, safety committee, training committee, as well as from international sources through which we as the Canadian community can learn or just enjoy.

We welcome expressions of interest, and request the assistance of club leadership in finding the ideal person. If someone does not step forward to take on the role of 'Content Person' for SAC, unfortunately we will no longer have the interesting stories and content necessary to make meaningful use of existing communication channels.

The Board is considering an annual stipend of some form, with the thought something would be worked out to match the ideas and commitments of a suitable candidate. If you or someone you know would be a good fit to act as the Content Manager for SAC please contact me at brucecfpdm@gmail.com.

Alberni Valley Soaring Association – Allen Paul

In 2018 the Alberni Valley Soaring Association had a reasonably good season with cooperative weather for the most part. Extensive rain in one month and a period of lower visibility due to forest fire smoke did affect our overall hours mid-season but

by the end of the summer the hours flown were on a par with previous years totals.

We continue to look at options for improving the surface condition of the grass in the staging area and on either side of the runway. The extended and widened runway has been quite helpful in improving our flexibility; however the grass area on either side of the runway has not yet been adequately refinished to allow us to use it as an alternate landing area for gliders. There still remains a large population of stones that need to be removed before the ground can be properly rolled and seeded.

Our regular membership remained at ten in 2018 but the number of associate members who concentrated on flying the Vancouver Island Soaring Center (VISC) PW-6 increased to eight. At last review the PW-5 log book showed 46 hours flown over 38 flights with additional hours flown by a variety of privately owned gliders. On the instructional side the VISC PW-6 flew several recurrent training flights for local and visiting glider pilots and provided the conversion training for one licensed power pilot to acquire his glider licence. We also had one youth who had obtained her gliding licence the previous summer return to acquire more gliding experience. She benefitted from financial sponsorship from the SAC and AVSA Bursary funds and has now completed her checkout in the club PW-5. A second youth student inherited from another gliding operation completed the training syllabus and obtained her gliding licence. Well done to both pilots and to the club members whose financial support was instrumental in defraying some of the costs.

Our efforts this past year focused again on improving AVSA participation in the OLC soaring competition. Club members continued to explore the cross-country opportunities in the

Alberni Valley, soaring along the Beaufort Range as far west as the Comox Glacier and as far east as Mount Arrowsmith.

On the equipment side we were able to purchase an upgraded SPOT alerting beacon which will provide an additional level of security for our PW-5 pilots in the coming season.

2018 presented some special challenges to club operations but we expect 2019 to be another building year for our club members. With the glider remaining assembled in the hangar and having access to air tows seven days a week from the VISC, the PW-5 is available week long to offer members and qualified visitors the opportunity to fly for several hours at a time on week days and weekends.

For those glider pilots looking for a small friendly place to visit in 2019 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 2019!

ASTRA – Mike Thompson

ASTRA did not really exist for the 2018 year, as we did not have enough members to qualify for SAC. Most of the ASTRA members got their SAC membership by joining other clubs. Those ASTRA members that did not join SAC through other clubs got their insurance outside of SAC and, other than the season check flights, only flew in the USA.

We started flying in March with check flights at Port Alberni. The season started in Ephrata but the weather was uncooperative and many days were missed early in the season – June and early July is typically very good for soaring in Ephrata, but not this year. Later in the season the weather was dominated by smoke from forest fires and the season essentially ended in mid-July. One pilot flew in the Sports Class Nationals in Nephi, NV and two at the Region 8 contest in Ephrata, WA. Stats are approximate as not all flights were saved on the OLC.

- 2 pilots, 50 flights
- 127 hours soaring
- 8000 km, 7600 OLC points
- Longest flight was 592 km
- Fastest flight was 119 km/hr

Six Canadians flew in the Region 8 contest in Ephrata, Washington, two of them former ASTRA members.

Canadian Rockies Soaring Club – Wes James

We did not have any scholarship students as we did not have any worthy candidates. However we do have one or two candidates who expressed a desire to be students in 2019. Other than heavy smoke rolling into and staying in the valley for days at a time, mostly in August and September, the spring and summer were hot and sunny with good thermals. The points scored on OLC by CRSC members and visiting pilots will confirm that the Columbia Valley is a great soaring destination.

Vancouver Soaring Association – Daan Wynberg

The VSA would like to thank Bruce Friesen (SAC Pacific Zone Director) for stepping up to the Pacific Zone Director role and his availability to continue in 2019.

It was unfortunate that in August and September fires close to the Hope area restricted and even stopped flying for several weeks as smoke completely ruined visibility, and near-constant fire fighter helicopter traffic cluttered the airspace. Here are our flying stats for the year:

Tows – 807

Flights – 807, plus self launches by one glider (approx 20), plus launches by VSA members on away trips to Ephrata and Valemount, approximately 30 launches for each trip, so total flights by VSA members approximately 880 (rounded)

Total intro flights – 70 (incl in above flight totals)

Active flying members – 45 Solos – 1

Towing members – 2 Social members – 6 Students – 11

2018 saw the first full season's use of our new hangar. The hangar is a great new asset to the club that I am sure will serve the club for many years to come. How to best use the hangar will be something that will evolve over the next few years as members will discover new opportunities, but also new restrictions to operating the club and to get the most out of it.

I believe that with the hangar project behind us, VSA should focus on the next four things: membership growth and retention, sharing the work load (duties and tasks), nurturing a fun and enjoyable place to go spend time for all, and keeping gliding safe and fun.

Several members went on an away trip to Ephrata in May 2018 and later on to Valemount, BC. By all accounts these were great and memorable experiences for all who went. The Ephrata trip is shaping up to see a few more members make the trip in May this year. It is trips such as these which provide the opportunities to grow in the sport for members who are looking to increase their experience and skills.

Besides the three courses VSA will try to hold again in 2019, a new course aimed at more experienced pilots to learn some more advanced skills is being planned. Initiatives like this will help retain members.

I thank all the members of the Board of Directors as well as the CFI and Safety Officer for their hard work and contributions in helping me manage the Vancouver Soaring Association. I want to pay special tribute to Andrew Lau for excellent work as Membership Director, and to Andrew Nicholson as Facilities Directors. Both are stepping down this year and deserve applause for work well done over the last few years. Both were instrumental in propelling the VSA to a much higher level, and I am deeply grateful. 2018 was another fun year for soaring at Hope. Thankfully, and most importantly, it's been a safe year of flying.

ALBERTA ZONE – Jordan Lewis

The reports contributed by the clubs in the Alberta Zone portray well our soaring community. I have nothing of consequence to report as Zone Director, except that I am leaving the position now, and pass my best wishes to Pavan Kumar of the Lethbridge Gliding Club, who will be taking over from me.

Cu Nim Gliding Club – Kerry Stevenson

The “Year of the Big Smoke” was a very progressive year at Cu Nim. Early in the season our club got some fresh new faces on the executive and their enthusiasm and skills were a terrific boost to an already terrific club! It’s amazing what we have accomplished in one year! Many changes were made to enhance club communication, encourage and enable cross-country flying, streamline operations, improve flight safety, environmental compliance, and promote the great sport of soaring!

The club was off to a great start hosting the Western Canada Instructors Course. Jason Acker and Dan Cook conducted an engaging meeting of the minds with terrific exchange of knowledge and ideas. The long winter prevented any instructor flying training, however we utilized the simulators with great success. Lesson plans and more concise pattern was practised. Our new CFI Pablo Wainstein took on the new year with a refreshed group of instructors! Our club fleet remained close to unchanged with one exception – Mark Bowman leased his ASW-19 to the club as our Jantar was out of service for the year while it was getting a total reconditioning.

The midsummer flying was greatly hampered by the wild fires in British Columbia. The smoke was extremely thick (often IFR at times), which seriously affected our flying for about six weeks. We still managed 162 single seat flights, 430 dual flights and over 125 private owners flights for 2018. While these weren’t record flying numbers, our accomplishments on the ground were outstanding!

Visiting pilot policy The club voted to allow visiting pilots to access our club aircraft at reasonable rates. Already this year we had a few visitors enjoy our friendly skies!

Club communication Thanks to Patrick McMahon (our new VP), our club improved here in two key areas, a new app, *Slack*, was demo’d this year and proved very popular, allowing several channels to be created for online club discussion. The second was a dynamic new weekly online club newsletter, “*Turnpoints*”. I really love this weekly highlight of club activities and pilots’ new achievements – the name captures it all – kudos to the creator and editor Patrick.

Cross-country Several great flights were achieved this year, early and late in the season, but our big club accomplishment was the “Cu Nim Proving Grounds”, a set of three courses of increasing size. These set cross-country courses were established to encourage others to attempt modest cross-country flights, all having good landout options. A number of turnpoints can be selected in the proving grounds that will allow cross-country attempts of up to 200 km.

Club promotion This is a hot-button topic for gliding clubs across Canada, and Cu Nim did some great things here. Our web site got a makeover and update with some responsive technology and we are promoting on Instagram and Facebook a lot! Our “goals” notice board was another addition to advertise cross-country and other gliding accomplishments! Pictures and goals are posted to a wall in the clubhouse for collaboration and encouragement.

Streamlining operations Financial operations and record-keeping got simpler thanks to the leadership of our new treasurer Casey Brown! Online payments became a reality. The use of the Google Suite products cut costs and increased efficiencies. Simple e-mail addresses now make it easy to get a hold of the executive as well as keep the communication consistent.

Flight Safety Chris Gough, our FSO, put in place a new system for incident reporting that seems to be working well. He is doing a great job here, he has put a lot of thought into improving the club safety culture.

Capital projects These were a new environmentally compliant fuel tank with an electric pump, and putting a new roof on the clubhouse to weather the Alberta climate. Soren Christiansen sourced a double-walled fuel tank for the club, transported it, and with the help of volunteers, coordinated the set up. The new clubhouse roof was pushed forward by Al Hoar and Casey Brown, who coordinated the project. Former member Lee Coates lent his knowledge and expertise to the construction! Many volunteers pitched in and we now have a shiny red metal roof for the clubhouse. Also, more spaces were added to the private hangar line.

Membership We are looking forward to building our membership in 2019. Our numbers were up about 10% from last year. We plan to hosting a ground school in January 2019 and plan some promotion to attract more people to attend.

After the heavy smoke affecting our year, many pilots are hungry for more cross-country flying and the groundwork we laid in 2018 is good preparation for the coming season! We are better organized and prepared to take on the new soaring season! Cu Nim will be discussing hosting the 2019 Alberta Provincial Soaring Championships at our next club meeting.

Lethbridge Soaring Club – Geoff Minors

We started the year with two trade shows: the Crowsnest Outdoor Adventure Show and the Pincher Creek Chamber of Commerce Trade Show. We had a glider fully rigged on display at the Crowsnest show, which was a good attraction and was very successful bringing us a new member. The Pincher Creek show was also very successful and we only had a small booth to display and show videos. We also had a fantastic display exhibition at the Galt Museum in Lethbridge. They had lots of history from the 1930s to the present in their archives.

Even though organizing these shows is a lot of work they have proved very successful promoting the club and the sport in this area. We had a record number of fam flights from these. The intention now is to carry on doing the local trade shows.

We started operations a little later in the year than in previous years due to the large amount of snow on the Cowley airfield. We had a very good year, with students and licensed pilots soaring in the beautiful area we have. Winch operations have proven we can get away and do cross-country soaring. The winch is very reliable and we have a proven set of procedures for a safe operation with no safety incidents.

The big thing for LSC this year was the purchase of the *Freedom's Wings* Grob-103, NUO. With grants and donations we now own with no loans this excellent training glider. We have used the hand controls with disabled pilots and fam flights. What a joy it is to experience these flights with a disabled person. We will continue to promote this side of the club as much as possible. Ben, a paraplegic from Saskatoon, had a very long flight with Phil Stade during the summer camp.

The hangar really helps the club and the Cowley soaring legacy to grow. We continue to make improvements to the site, making it a friendly place for people to come and enjoy the sport.

What does the 2019 season have in store for LSC? I would like to see steady membership growth, quality instruction, more cross-country flights, and attract more visitors from other clubs to join us. We are a small club with very hard working members who willingly give their time to help each other to enjoy this sport. Cowley has a great atmosphere. Thank you all for your support.

Edmonton Soaring Club – Aaron McDermand

The 2018 flying season saw a lot of changes at ESC including a change of landscape with the addition of a new custom built hangar for storage of towplanes and equipment. The new hangar, completed this summer, will help reduce the risk of the club losing its entire fleet in the case of a fire by separating our fueled equipment from the gliders.

This flying season saw a decline in flying activity for a variety of reasons including weather, smoke, and some of our aircraft being unserviceable. We had 55 flying days this season versus 72 last year with 605 glider flights flown. Flights were down 37% from the 959 our members flew in 2017. Total flight hours were at 268 this year, also down 37% from last season. On a happy note, total reported safety incidents fell 30%.

A very welcome addition to the ESC fleet is our new (to us) DG-1000. Purchased from Minden, Nevada this fall, we are looking forward to flying it in the spring. The DG will join our Perkocz and Puchacz to support our two-seat flight needs. We are currently working on finalizing another upgrade with the addition of a Jantar to our fleet, purchased from an ESC club member. These purchases are part of the ESC plan to renew our fleet with more modern and high performance aircraft to encourage members to take up competitive and cross-country flying and aerobatics.

I would like to thank all the members who helped us make substantial improvements to the club, those who worked on construction of the hangar, and members who volunteered their time to drive down and pick up the DG-1000. These are the things that make ESC a great club – our members willingness to spend their time and sometimes their own money for the improvement of this sport.

In closing, we are looking forward to a strong and productive 2019 flying season and our efforts will continue to be promoting the sport, attracting new members, and fleet upgrades.

Central Alberta Gliding Club – Judy Soroka

Due to a prolonged winter, our flying season didn't get started until after the May long weekend. After that there wasn't much flying to be done at all because of weather and smoke and snow. However, we did have some accomplishments. We had 22+ familiarization flights, with a couple of days being "marathons" due to the number of people who wanted to fly the same day. Student training and private pilots in their own ships were interspersed those days, too.

Besides our 2 two-seat trainers, one of our pilots, Nico Marais, used his K7 to take passengers – those folks had the longest flights but Nico knows where to sniff out the lift! We had to re-schedule a few people who wanted flights for the spring due to the mixed-up season; I always thought fall came before winter!

One day the Innisfail Flying Club had a couple of Harvards doing familiarization flights with some aerobatics. We tried to race them (only in our dreams!), but they were just too fast!

A fellow from Germany who was visiting family was watching the airshow and came over to us and asked if he could go for a flight. He is a glider pilot and has his own ship. Very interesting discussion around flying at his home and here. We all agreed that soaring was, indeed, the best pursuit a person can do ... words aren't enough to describe the experience. At the end of that day, an entourage of paragliders showed up at the airfield as the sun was getting low. It was an incredible ending to an incredible day!

I should mention that Big Sky Dive continued their operations along with some itinerant traffic from all around including students from Skywings at Red Deer. Busy days like this at Innisfail really provide an opportunity to hone one's skills of aviation, navigation, and communication as well as being conscientious in doing a good lookout (see and be seen). This is value-added in the training to become better pilots.

Cale Feduniw soloed in the Puchacz. We are excited to have him licensed. We had three youth students join our club. Clayton, Jonathan, and Jack are already proving themselves to be contributing members and are eager to learn. Nico flew his Ka6 for the first time and Judy Soroka flew her L33 Solo. Sadly, our CTP, Dale Brown, has moved to Whitehorse to be closer to his grandchildren. We will miss you, Dale. Looking forward to better weather and more flying in 2019!

PRAIRIE ZONE – Jay Allardyce

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

Winnipeg Gliding Club – Jay Allardyce & Mike Maskell

The Winnipeg Gliding Club had a relatively successful season despite the poor soaring weather during the second half of the season. The club flew 549 flights which was 15% below our 5-year average and the lowest since our club started keeping electronic flight records 30 years ago. Flying hours were

down as well with 500 flight hours in 2019, 17% below our 5-year average. OLC kilometres in 2019 were 14,513, which were also down 11% from our 5-year average. Part of the reason hours and flights were lower is because we were down one club glider in 2018 as one of our two seat Krosnos was damaged at the end of the 2017 season and the replacement glider(s) had not arrived during the 2018 season.

Speaking of new gliders, the club decided to order two brand new PW-6 gliders in late 2017 which we planned to have at the beginning of the 2018 season. Unfortunately for us, delays at the factory meant we would have to make do with only one two seater for 2018. Fortunately both PW-6 were loaded into a sea container with a planned shipment date of the beginning of January and arrived in Winnipeg at the beginning of February. This has been a long process, longer than we first anticipated or were lead to believe. The remaining winter months should allow for the import inspection to be completed and the gliders will hopefully be good to go for April. With the modest performance of the PW-6 coupled with its easy derigging and excellent Avionic trailer, the club is looking forward to doing cross-country training in the gliders and allowing experienced members to also fly the glider cross-country.

Our Krosno has been up for sale from early October and we have had one offer from the Saskatoon Soaring Club; however, as this came right at the end of the flying season the Board of Directors from Saskatoon decided to wait until the spring to continue the dialog with us on the purchase. It is expected the sale will take place but on the off chance it does not, the glider remains listed on various glider "for sale" sites.

The club focused a lot of effort in 2018 on promoting the club at various events:

- We attended the Manitoba Outdoors Show in February and as a result gained two new students and sold several gift certificates. In addition we spoke with several previous glider pilots (some from the WGC, others from the Air Cadets). We will also be attending this event again in February 2019.
- An initiative to be part of the Unrestricted Empire car show came to fruition in June with a very enthusiastic crowd gathered around to not only ask the usual questions, but also to try the club PW-5 on for size. The car show event organizers were so impressed with our efforts that we were invited to attend later in the summer but various issues arose that prevented us from doing so.
- The Manitoba Airshow was held in July and a private sailplane was on display with members volunteering to babysit it through two long and hot days. At one point the temperature on the concrete was in excess of 40C. As with the Outdoor Show, we had great visibility and many visitors learned about our sport and tried the glider on for size (side note here: do not allow kids with ice cream sticky fingers to even get close to the glider!)
- This summer saw the 35th anniversary of the "Gimli Glider", and to commemorate this event the town of Gimli, in conjunction with the newly opened Gimli Glider museum, welcomed the Winnipeg Gliding Club as well as other aircraft companies in

and around southern Manitoba. The pilot of the Boeing 767, Bob Pearson, was in attendance and accepted an honorary lifetime membership in the Winnipeg Gliding Club.

- We hosted CBC Winnipeg TV with a short segment shown on the 6PM news broadcast.
- There were two live interviews on a local AM radio station which generated some interest following the broadcast.
- We were invited to attend a Manitoba Air Cadet League career symposium and we obliged with our display booth set up for the afternoon and had tremendous interest, both from the younger crowd as well as some of the senior officers.
- We did try to attend three local area fly-in breakfasts but in all cases we were weathered out. Perhaps next year will yield better results.

2019 will mark the 60th year of continued operation of the Winnipeg Gliding Club. It will be our focus to capitalize on this milestone through press releases and possibly some sort of an organized fly-in towards the latter part of the season. Overall our club is in good health, both physically and financially, with a facility that shines and with new equipment in 2019 which will hopefully bring a renewed energy and excitement to the club.

Saskatoon Soaring Club – Ian Barrett

The club year started with our club AGM and dinner at the end of January. We had a soaring simulator set up for members to use through the winter. We find it a helpful tool to train people on setting up and flying cross-country tasks. It was also used as a training aid to help improve instruction.

Weatherwise it was a tough year. We had only half the flying days this year compared to last and very few flying days on Fridays. We also lost members to illness and life changes. Nonetheless, the club had one of its best seasons for cross-country flying. We registered our first flight of over 400 km. We also had a boomer day where three members logged over 300 km, possibly a first for our club. Despite the poor weather, we logged more club solo aircraft hours than in the last 9 years.

We trained six serious students this summer, awarding one A badge by the end of the season. For the second year in a row SSC hosted a provincial soaring competition, which was a lot of fun.

SSC had a safe season logging only two minor incidents. During the season we hosted a pre-season safety strategy meeting and kept a daily NOTAM announcement board as an alternative to morning safety meetings. The club also invited our local parachute packer to a mid-season BBQ. He trained us on proper care of our chutes as well as egress procedures from our gliders. We didn't manage to get our FLARM ground station going in 2018 but hope to have it up and running by the start of soaring in 2019.

In November the club hosted an awards night to wind up the season. I suspect that like many clubs, the SSC is having trouble getting younger people into the sport that are willing to stay for the long term. In 2019 we hope to bring in a few power pilots who have expressed an interest in soaring to see if that initiative will help produce some strong, long-term members.

Prince Albert Gliding & Soaring Club – Keith Andrews

During April Dennis, Rob and Keith worked on getting the equipment ready for spring, and in May and June Bob Dueck performed the annuals on our gliders. Flying started in earnest on May 12th with annual proficiency check flights.

On 6 June the Birch Hills Flying Club annual BBQ was held in Dave Berkland's hangar with approximately 25 people in attendance. The 2018 AGM was held in the Birch Hills Flying Club Building on July 14 with seven members in attendance. All officers were returned to the positions that they held the year before. The club took part in the Provincial Contest held in Cudworth on August 25th in which the club was able to pick up the spot landing trophy.

SOUTHERN ONTARIO ZONE

Stephen Szikora stepped down as the Southern Ontario Zone Director. A replacement has not been found to date.

Great Lakes Gliding Club – Dave Phillip

2018 was a good year for Great Lakes with membership at 34, dual flights up 44%, and solos up 55% over 2107. We have had two Air Cadet instructors join the club, one who worked last year by getting his Silver badge to become our CFI this winter. Also an instructor and towpilot moved to Great Lakes which helped out as we lost a couple of towpilots in the last couple of years.

We have a new Safety Officer as David Donaldson is busy with work and SAC Safety Officer duties. David passed the job on to Paul Caribot. With our two-seaters getting on in age, and guest flights and student instruction numbers being strong, we asked our members if they would financially support the purchase of a two-seater. They responded and we bought a 1985 ASK-21 from the gliding club in Chicago. The club also ran an online ground school this winter which produced a few new students at our AGM this year.

London Soaring Society – Mike Luckham

Membership numbers show normal fluctuations year-over-year, but the declining trend continues. We had 5 junior members and 14 adult members, including one new and very active member. Three of us are flight instructors.

The weather was dismal this year, our launch numbers were only half over 2017. The season started several weeks late, and pretty much ended in late August, except a few flyable days here and there in September and October. Our towplane was down for several weekends. Once again, SOSA loaned us a towplane and a pilot to fill in ... it's great when our clubs cooperate with one another.

June-July had some good cross country soaring. One of our members had a great flight which qualified him for FAI Silver Badge distance and height gain. Another member trailered the Grob Astir CS to Toronto Soaring for a two-day XC clinic which was very enjoyable (and qualified him to win our landout trophy this year).

We bought a Grob Twin Astir trainer from a club in Portugal and sold one of our Blanik L23s (FGHL) to a club in South Carolina. It was a lot of work and big learning curve, especially getting FLSC registered, but well worth it. The South Carolina guys learned too, how to get a glider over the border.

In 2019 we plan membership and publicity initiatives, to send at least two members for instructor training, to review our fleet maintenance procedures, and maybe to trade in our 1-34 for a higher performance single-seater.

SOSA Gliding Club – Sean Christie

Once again, our flying season got off to a wet and slow start, the rains of April and May stalled our flying season early. The work done the previous year on the culverts at the north end of the field contributed to improved water drainage at the start of the season and additional work was completed at the south end during 2018. These situations had been neglected for many years and proper ongoing maintenance will be needed to manage this situation for the foreseeable future. As the spring progressed, we saw our field conditions and the weather improve to the point where we were able to get more consistent flying, but not up to our annual average. Hopefully we will see this trend turn for 2019 and it will be a banner soaring season!

We continued our excellent safety record into 2018 with no accidents and only a few minor incidents. Our Safety Committee has done a great job of education, safety seminars and overall safety awareness for our club. In 2018 the 3-year safety grant program from SAC came to a conclusion. The program was a tremendous success for us as we were able to take full advantage to acquire new equipment and benefits that otherwise would not have been possible. SAC is in discussions internally on whether this program can be continued or if efforts should be directed to other areas. More information is expected later in the season.

SOSA hosted Canada's National Soaring Championships in early August, and although we have held this competition a number of times in the past, this event was a dry run for the Pan-American Gliding Championships, which we are fortunate enough to be hosting at SOSA in 2019. With the Wednesday competition start, impact to the club was held to a minimum as only one weekend of operations was curtailed by contest activity. Although hampered by less than ideal soaring conditions during the contest, it was a successful event and contributed to our operating surplus for the year.

SOSA was extremely well represented during the contest and medalled well upon the close of the competition. SOSA swept the 18m class with Dave Springford winning, followed by Sergei Morozov and Jörg Stieber. In the 15m class our own Rafael Bravo finished second and SOSA swept again in the Club class with Paul Parker winning followed by Chris Wilson and Ed Hollestelle Jr. Once again we showcased SOSA on a national platform and did ourselves proud.

Running an event on this scale takes a tremendous amount of time and effort and I would like to thank everyone at SOSA who contributed their time and skills in the many ways neces-

sary to successfully running this event. The list of individuals to say thanks to would be far too long in this report, but I would like to highlight Virginia Thompson and Dave Springford for all of their work in helping to coordinate and execute this event.

Next up for us is the Pan-Am competition in 2019 where we have the opportunity to showcase soaring in Canada and SOSA on the international stage. Planning and preparations are well underway and if anyone would like to offer their help and support please reach out to Virginia Thompson or the incoming board to inquire about the assistance needed.

The dates for the Pan-Ams are as follows:

Official practice days	July 29, 30 & 31
Opening ceremonies	August 1
Contest days	August 2-13
Closing ceremonies	August 14

Turning to club operations, once again we had a positive year in our profit & loss, with the club turning an operating surplus of \$45,907 on income of \$323,367. Expenses for the year were up by 5% over the previous year at \$277,459, mostly attributable to the costs of the soaring competition.

2018 membership (135 members) was slightly up over 2017, with the largest increase in Junior members. Introductory flights for the season were on par with 2017 but the lack of a mid-week intro coordinator until late in the season forced a number of intros to weekends, reducing overall opportunities. This has been a priority for the board over the winter and we believe we have addressed the situation.

Over the last 3 years we have really seen the benefits of our marketing plan take hold. Our social media marketing campaigns have been seen by more than 510,000 viewers in 2018, a two-fold increase over the previous year which translated into 11,000 click-throughs to our web site (a 56% increase). While it is always hard to translate these numbers into revenue and membership increases, it is clear we are getting our message out there and that will pay off in the long term.

Thanks to the entire instructor body for their time and dedication to us and the sport. It is easy to forget these individuals are soaring pilots too and, on many occasions, forego great soaring days for the betterment of the students. Remember this on the days when there are challenges and delays at the flight line.

Our two new K-21Bs are currently on their way to us as we compile this report. The sale of our older K-21s, C-FUYE and C-FUZH, have been completed to Rideau Valley Soaring Society and Youth Flight Canada with each fetching \$115K. During this season the board also seized the opportunity to upgrade the single-seat fleet with the purchase of a Discus 2B. This ship has been a tremendous addition to our club and once we complete the sale of C-FAOS, the net upgrade cost will be well worth the opportunity.

We also took possession of C-GXWI, our new Pawnee which was instrumental in assisting with launching the grid at the

Nationals and will prove to be likewise with the Pan-Ams. Upon the conclusion of the Pan-Ams we plan to sell C-GGDK. Over the winter a great deal of work has been logged by Gary Baker in Delhi in completing the remaining fabric work on C-GXWI.

As we look to the future of our fleet, the challenge remains of how to replace the Puchacz. The club needs an aerobatic 2-seat trainer and the Perkoz may not be the viable option we once thought. The board has started to look at the PW-6 and feedback so far from other clubs in Canada with experience has been positive. Further research and investigation will be undertaken to be sure this make sense for the club future.

A number of improvements were made to the club over the season. The addition of a three-season room made to the front of the club house and installation of a patio door from inside will make the clubhouse dinners and relaxing at the end of each soaring day more enjoyable. A new flight line gazebo was added to runway 18 thanks to a donation made from the family of Dugald Stewart. These are just two of the most visible improvements at the club but there are many more behind the scenes. Please see the Grounds Directors report from Bill Vollmar for more details.

As my term on the board and as your President come to a close, I would like to say thanks to the exceptional group of board members I have had the opportunity to work with over the last two years. In the end I believe we have left the club in as good a shape as we inherited it, perhaps even a little better.

Toronto Soaring – Dave Cole

2018 a fine year for TSC. A big thanks to all the volunteers who made it happen. Net membership was steady with 42 active pilots. A number of students have progressed into higher performance planes and are working on Bronze badges. The club has been able to save some money towards upgrading the fleet which is our primary focus for the next couple years.

We are very lucky to fly such well maintained planes – a big thanks to Vic and helping hands. Our 1-26D has been stripped and repainted – still a great plane to build initial solo time and circuits.

We now have a mower and tractor that can cut the runways in almost 1/3 the time and fuel. Geoff is able to show up to work late and still get the job done before tea time! Runway 33/15 opened – a few bumps to smooth out yet.

The 2018 Provincials and our cross-country clinic were a big success. The clubhouse was full for the cross-country lectures by Jörg Stieber. The power pilot conversion course introduced two new pilots to gliding. Thanks to Paul for managing the course again this year.

We had one fine winch training day but we need more next year to maintain currency and train newbies.

We had regular mid-week flying; it's always nice to fly on a sunny work (sick) day. Beer was cold, bonfires were hot, no one got hurt, and everyone had fun.

York Soaring – Jim Fryett

York Soaring Association had a busy soaring season in 2018 with general flying activities and successful training programs. Over the past three years, we have redeveloped our club by-laws involving considerable consultation with the members and the Sustaining Members. The current elected 15 Sustaining Members represent 10% of the club membership. Through the revision of the by-laws, we shall have a new Board of Directors consisting of nine elected members to provide overall governance of our operation. In support of the Board, a committee structure is under development to provide greater participation and shared responsibilities with our general membership. These committees include all aspects of the club operation ranging from flying and safety concerns to general maintenance, marketing, public relations, fleet planning, communications, etc.

As a long established club, we occupy a 200-acre flying field for over 50 years which over time has evolved and expanded to meet changing needs. As a consequence, the infrastructure has aged and requires upgrades and maintenance. Our main hangar was the first major renovation project that occurred four years ago through the stabilization of foundations, installation of a new concrete floor slab, reconstruction of the hangar door tracks and apron area. This work has greatly improved storage and handling of the aircraft easing packing and unpacking operations. Funded by our club membership, we are close to retiring the loan for these improvements.

Changes to the Ontario Building Code and increased enforcement by the Ministry of Environment stimulated another large improvement to the club. At the centre of this change, our campground has gone through a redesign and servicing upgrade. The layout of the campground was formalized which has permitted the installation of a new electrical service and distribution system with underground conduit and service connections at each campsite. Sanitary servicing of the camping area has been significantly improved through construction of a septic bed and construction of new washroom and shower facilities integrated with the club maintenance workshop. Potable water distribution has also been provided to camping areas and glider tie downs for ballasting. The majority of these works were acquired through general contractor obtained in a competitive bidding process. Bank financing was required for this project and was secured on the basis of property assets and the financial strength of the operation.

York Soaring continues to provide training programs to support our new members and visitors from a broader context. To highlight, we soloed 21 new glider pilots in 2018. In addition to our Youth (July) and Hong Kong (August) Camps, the instructors ran a Power Pilot Conversion course for six students in May which was very successful. The Hong Kong group continues to be a popular camp at the club.

These training programs are taxing on the time and efforts of our instructors. We are looking for opportunities in 2019 to increase our instructor ranks. One of the areas we will be targeting is the youth CRGS instructor group. It also became clear that there were areas for improvement in our licensed pilot check-

out procedure which will be implemented in 2019. The fleet progression process for pilots is being upgraded along with a re-examination of the aircraft which are currently owned. We have revamped the progression and will make the process plain and clear to all members starting in 2019.

This year, as in previous years, we have benefitted from the presence of glider pilot exchange students from Europe. In 2018 we hosted an individual from a soaring club in France. He was a great addition to the club and made a positive impression with everyone he met.

Our fleet of aircraft has been the subject of further review, planning and maintenance. A proactive inspection and audit of our towplanes has been initiated during the off-season to better anticipate problems to avoid service disruption during the flying season. Annually, gliders are being improved with upgrades or refinishing. This winter season, our ASK-21 is being completely refinished. After hours of dusty volunteer work, it was ready for paint at the beginning of March. The general manager of the paint supplier who needs to keep his spraying skills current, offered to do the finishing coats for us at no charge. The result is awesome. Now we have to press on and finish the wings before the season starts. Needless to say, maintenance of the towplane and gliding fleet requires a significant amount of time and effort both by members and almost full time AME.

The Marketing committee was established to bring awareness about the sport of soaring to the general public within the confines of the greater Toronto area and communities within 100 km of our club. Marketing defines and manages our brand in order to give the most rewarding experience to a one time thrill seeker or potential glider pilots when they interact with us. We produce marketing and promotional materials to foster any interest that the public may have in aviation/ piloting, with the hope of having them become members. The Committee is responsible for promoting continued membership engagement by hosting aviation related events during the off season. It is also our responsibility to monitor, manage and maintain our social media presences, by posting events or club activities and carefully watch what is being posted about our club as a means of receiving feedback from members and the general public. We have also teamed up with other aviation related groups by having a presence at their events – eg. the biannual sales event at Aviation World and being present at the Edenvale Air Show.

EASTERN ONTARIO ZONE – George Domaradzki

The Eastern Ontario Zone experienced a slight increase in SAC membership. Membership numbers have been steady since 2015. It is encouraging to see this after decades of steady decline in numbers (from a high of 270 to a low of 184), we now sit at 194. I believe that this can be partly attributed to the running of ground school both in Ottawa and in Montreal.

This year has seen continuing cooperation among the Eastern Ontario clubs. There was the ground school conducted by GGC and RVSS over the winter. Then there was the GGC

MayFly, where glider pilots from three Eastern Ontario clubs participated. The Montreal Soaring Club conducted another well-attended two-day Advanced Soaring Ground School in March 2018. In the fall, MSC, GGC and RVSS members, as well as a few members from other clubs, participated in the Lake Placid Wave Camp. All three clubs have taken advantage of the final year of the SAC Safety Improvement Grant, and made improvements to their clubs.

Bonnechere – No report for 2018.

Gatineau Gliding Club – Roger Hildesheim

2018 was a very active year at GGC with tremendous volunteer engagement of many members for both flying and non-flying activities.

Flying/Maintenance 2018 flight operations saw GGC break through the 1000 launch threshold thanks to strong support of our mid-week flying members and a very active pool of new students. By the fall, we had three solos with two of those students earning their licences. We also benefitted from two of our students (now licensed glider pilots) being awarded SAC Youth Bursaries. A thank-you to SAC for fostering the growth of youth in our sport!

The use of the online scheduling tool, “Doodle”, played a large part in helping coordinate and increase mid-week flying activity. Our entire club glider fleet is also now equipped with *PowerFlarm* units thanks to a multi-year plan of utilizing multiple years of SAC Safety grants to assist with the acquisition costs. A heartfelt thanks to the SAC board for initiating and maintaining the safety grant program.

In 2016 we decided to replace the fabric and perform a mid-life refresh of our Citabria 7GCBC towplane which we have owned since new (40 years now). Most of this work was performed by our members under the watchful eye of our club AME. Not to rest on that success, 2018 saw us take our ASK-13 (another long-time GGC aircraft), replace the fabric on the fuselage and refresh the cockpit, along with the associated instrumentation, again, under the supervision of our club AME. Both aircraft have been thoroughly refurbished and are now in better than new condition, ready for many more years of club service. I don’t believe that you will find a cleaner Citabria or ASK-13 in Canada. Our Pawnee also saw some technology refresh activity this year with the installation of a new radio and recalibration of its transponder.

After decades of reliable service, our old club pool required extensive rehabilitation of its concrete and after three hard months of very dirty and hot work, was restored to its former glory. Why not come and visit GGC this summer with your glider for a flying vacation! Additional major maintenance activities included stripping, resealing and repainting of our main hangar doors.

Events January 2018 was the start of our joint GGC/RVSS glider pilot ground school with 22 students staying with the program to completion in March. In April we conducted our mandatory Spring Rust Remover Flight Safety Sem-

inar for all flying members of GGC (one live session and three webinars). We also implemented additional club flight recency/currency requirements beyond the standard spring flight checks. Mandatory check flights with an instructor are now required for pilots who have not flown in the past 30 days (< 100 hours flight experience), 60 days (> 100 hours flight experience). Response to this new club requirement has been overwhelmingly positive and we have seen a marked improvement in the overall quality of member flying skills. With the reactivation of two long-time instructors, our instructor cadre is now standing at 15 with six being Class 1 SAC rated. The entire instructional and towing teams were kept quite busy throughout the 2018 season.

Our annual MayFly Fun Learning Contest was held over the Victoria day long weekend and in spite of some challenging weather, we still managed to get one solid competitive day. Group dinners were held every day along with multiple safety and soaring related presentations on non-flying days.

As part of our community outreach activities, GGC held three sessions of familiarization flying for the local *Freedom’s Wings* program throughout the summer with huge support from the members. Dedicated fly weeks were held in alignment with the July and August long weekends along with our annual lobster party in June. With all the mid-week activity, it was hard to tell the scheduled fly weeks from regular mid-week activity. In September we packed up our club ASW-24, Pawnee, along with a caravan of privately owned gliders for our fall wave camp in Lake Placid, NY. Unfortunately, the weather had other plans for us and we experienced one of the wettest and coldest fall wave camps in recent history. Looking forward to better conditions and high flights in 2019.

Strategic The fall saw GGC make two strategic acquisitions. We purchased an almost new factory built glider trailer to replace our existing homebuilt (and much loved...*snicker*...) existing trailer for our Puchacz. We were also able to secure the purchase of a second SZD 51-1 Junior from the Netherlands (with a clean factory trailer) which closes out the last piece of our single seat glider strategy. Early solo and licensed pilots will now have two Junior gliders available to build their flight time and earn their FAI badges. The year ended in November with our annual awards banquet. Whew, that’s it for 2018. Here’s looking forward to 2019!

Montreal Soaring Club – Kurt Sermeus

For Montreal Soaring Club – our newly adopted brand name instead of the outdated official ‘Council’ – 2018 has been generally a year of lesser fortunes. Membership declined from 83 members to 77 and we had fewer flying days as well. The combined result was a 25% drop in the number of flights compared to the two previous years. In 2018 we suffered from two accidents that resulted in two club-owned gliders requiring extensive repairs – luckily with no bodily injuries in either case.

The MSC Advanced Soaring Ground School (SOAR) was held for the third year in a row this winter and drew again more than 30 participants, about half coming from other clubs. It is a two-day program aimed at beginning and aspiring cross-

country pilots. In 2018 we introduced a coaching program to structure the post-licence training and flight checks leading up to the cross-country release and Bronze Badge and FAI Silver Badge.

After a five year term at the helm of the flight operations, CFI Jean Lortie stepped down and handed over the reins to Robert Cadieux as the new CFI as of September 2018.

Following the purchase of a second Grob 103A Twin II in 2017, the MSC fleet had one two-seater too many. We decided to sell our PZL Krosno, which has found a buyer meanwhile – a gliding club in California.

Rideau Valley Soaring – George Domaradzki

In 2018 Rideau Valley Soaring finished the year with 58 members – eight more than the previous year. This is the seventh year that we are above the average of 38 of the last twenty years.

We are always busy instructing. This is because we had sixteen new students, in addition to six from the previous year. Many of these new members are Air Cadets who joined the club in order to gain more hours to satisfy the requirements for the Air Cadet Instructor course. Several are unlikely to return next year. Nevertheless, we have strived to provide them with a good experience in a club environment and hope that some of them will return to gliding by joining a club in the future.

Our Puchacz was substantially damaged in a landing accident last year, but we have bought an ASK-21 as a replacement and will be flying it this spring.

Rideau Valley Soaring members participated in the Mayfly as well as in the Nationals. Once again this year we took two club gliders to Lake Placid, where many of our new students experienced mountain flying.

In 2018, we had gliding operations on 77 days – up from 70 the year before. We had 964 glider flights – up from 893 the previous year. All in all, this was a good year for Rideau Valley Soaring.

EAST ZONE – Sylvain Bourque

2018 fut une année très ordinaire au Québec sur le plan météo. Le printemps fut très tardif et les ascendances plutôt absentes. Les champs ont tardé à sécher ce qui a retardé le début de notre saison de vol à voile. Ceux qui pouvaient se rendre disponible quand les rares journées vélivolable étaient au rendez-vous ont quand même pu faire quelques beaux vols. L'AVV Champlain a terminé cinquième rang sur OLC Canada et le CVVQ suivant de près au sixième rang. Seulement un vol de plus de 500 km a été fait dans notre région de l'est, soit un de 511 km par Alain Thirion de l'AVVC. Quatre vols de plus de 400 km et trois de plus de 300 km ont aussi été faits dans l'Est.



2018 was a very ordinary year in Quebec in terms of weather. The spring was late and thermals absent. The fields were slow to dry, which delayed the start of our gliding season. Those

who could make themselves available when the few days of soaring appeared were able to make some beautiful flights. AVV Champlain was fifth on OLC Canada and CVVQ 6th. Only one flight over 500 km was made in our eastern region, one of 511 km by Alain Thirion from AVVC, four flights over 400 km and three of more than 300 km.

AVV Champlain – Philippe Laflamme, V-P

L'Association de Vol à Voile Champlain a eu une autre bonne année en 2018. Nous avons terminé la saison avec 66 membres. Presque comme l'an passé, nous avons fait 1214 vols dont 640 d'instruction.

Comme l'année dernière, les étudiants ont été actifs cette année, ce qui met de la pression sur nos deux ASK-21. Ceci confirme que l'acquisition de notre DG-505 l'an dernier était une bonne décision, celui-ci permettant d'effectuer des vols de familiarisation, des invités, des vols de voltige et des vols d'initiation à la campagne pendant que les ASK-21 s'acquittent de leur rôle de formation initiale. Néanmoins, l'admission de nouveaux membres élèves-pilotes a été limitée afin de pouvoir supporter la demande, vu notre bassin limité d'instructeurs qualifiés disponibles. Pour nous aider à l'instruction et alléger la tâche des autres instructeurs, un nouvel instructeur a été formé cette année.

Le vol sur la campagne est important à l'AVVC. Sur ce plan, les statistiques fournies par OLC indiquent que nous avons pris un peu de retard par rapport aux saisons précédentes. L'AVVC a terminé au 5e rang, alors que l'on se maintenait au quatrième rang généralement. Mais surtout, notre moyenne de kilomètres par vol, qui atteignait presque 200 km par vol enregistré en 2017, a descendu sous la barre des 170 km par vol en 2018. Que nos amis des clubs voisins s'attendent à un retour en force !

Sur le plan des infrastructures, nous avons terminé la saison en force en posant le dernier segment d'asphalte sur notre piste. Elle est désormais asphaltée de bout en bout, soit 2 200 x 10 pieds. C'est un projet de longue haleine qui se termine enfin.



The Association de Vol à Voile Champlain had another good season in 2018. We ended the season with 66 members. Almost like in 2017, we made 1214 flights this year, 640 of these were instructional flights.

Just as they were last year, our students were really active this year. This makes our two ASK-21s almost monopolized for instruction. This confirmed that the acquisition of a DG-500 last year was indeed a good decision, allowing us to use it for familiarization and other passengers flights, acrobatic flights and initiation to cross-country flights while the K-21s focuses on ab-initio training. Still, this was not sufficient in the sense that we still had to restrain the admission of new student-pilots in view of the limited number of available flight instructors. To help us on that point, a new flight instructor was trained in 2018.

Cross-country flying is an important part of the operations at the AVVC. The statistics provided by the Online Contest (OLC) show that we are lagging compared to the previous years. AVVC fell to the fifth position in Canada overall, but

more importantly to us, our average in numbers of kilometres per logged flights, which was steadily rising over the last years, dropped from almost 200 km/flight to just below 170 km/flight in 2018. But our friends in the neighbour clubs can expect us to come back again!

On the infrastructure side, we ended the season by adding the last segment of asphalt to our runway, making it asphalted from end to end, 2200 x 10 feet. This project started more than ten years ago, we are very glad to see it completed!

CVV Québec – Richard Noel

La météo printanière a été capricieuse au printemps 2018, qui fait nous n'avons pas eu l'occasion de voler beaucoup en début de saison. Notre membership est passé à 52 membres comparé à 58 l'année précédente. Nous visons toujours être au-dessus de 50 membres. Nous allons réviser nos façons de faire pour le recrutement en sollicitant sur les réseaux sociaux.

Nous avons eu 4 boursiers de la SAC. Nous avons un nouvel instructeur et un élève qui a passé sa licence planeur.

Nous avons vendu notre Pilatus B4 et fait l'acquisition d'un Perkoz tout neuf. L'immatriculation a été assez ardu mais avec de la patience nous avons réussi dès le printemps à le faire voler. Il y a toujours un engouement pour un nouvel aéronef.

Nous avons acheté un nouveau Pick Up avec un King cab qui permet des retrievers plus faciles.

Sur OLC, les membres ont été très motivés de marquer des points malgré les conditions de vols pas très évidentes.

Le CVVQ est très reconnaissants du programme de sécurité de la SAC qui a couvert certaines dépenses pour plus de 7000\$ sur 3 ans. Entre autres, nous avons acheté un radio fixe de qualité pour notre base, au lieu d'opérer avec des radios portables.

Le bris du Pawnee a raccourci notre cap d'onde de Baie-St-Paul mais au final, nos revenus totaux n'ont pas été trop affectés (+2%). Voici un bref descriptif de ce qui s'est passé :

Après avoir largué le câble de remorquage lors d'un survol vent arrière au-dessus de la piste, une remontée autour de 700 pieds est effectuée. Lors du virage de 180 degrés requis pour placer l'avion en longue finale, les volets du Pawnee sont placés en position "Full" (atterrissage).

Le pilote ressent un relâchement de pression sur la manette des volets. Une vérification à l'extérieur démontre que même si la manette est en position pleins volets, les volets sont à environ 5 degrés à peine.

L'atterrissage est poursuivi en tenant compte de cette configuration, rendant toute la piste nécessaire vu l'absence totale de vent sur une piste déjà courte.

L'inspection après vol a dévoilé un bris au niveau d'une poulie de câble des volets. Heureusement, cette rupture n'a pas causé d'asymétrie entre les 2 volets.

Nous sommes présentement à la recherche d'un nouvel avion remorqueur afin de remplacer notre Citabria. Plusieurs critères de recherches font que le choix n'est pas très varié. Notre comité est sur le cas et nous devrions avoir un nouvel avion remorqueur en 2019.



The weather conditions were unpredictable in the spring of 2018, so we didn't have many opportunities to fly early in the season. Our membership dropped from 52 members compared to 58 for the previous year. Our goal is to always have at least 50 members and we are therefore going to review our recruitment tactics by capitalizing on social networks.

We received four scholarship students from SAC. We have a new instructor and a student who has obtained his glider pilot licence.

We sold our Pilatus B4 and decided to buy a brand new Perkoz. Registering a new aircraft is never easy but with patience we managed to get it up and flying by springtime. A new aircraft always creates quite a buzz.

We purchased a new pick-up truck with a king cab so that we can make our landout retrievals a lot more easy.

The OLC members were very motivated to score points despite rather difficult flying conditions.

CVVQ closely adheres to the safety program of SAC, which covered some of the involved expenses of more than \$7000 over a 3-year period. Among other things, we purchased a high quality fixed radio for our base, instead of having to rely on portable radios.

The damage to our Pawnee shortened our wave camp of Baie-St-Paul but, all in all, our total revenues were not duly affected (+2%). Here is a short summary of what happened:

After dropping the tow rope while flying with a tailwind over the runway, we achieved an upwards gain of around 700 feet agl. When making the 180-degree turn needed to position the plane for the long final, the Pawnee's flaps were in "Full" (landing) position, the pilot felt a decrease in pressure on the flap controller. After checking outside, he realized that even though the controller was in full flaps position, the flaps were only at about 5 degrees at the very most. He continued to conduct the landing, taking into account this configuration, making is necessary to use the entire runway because of the complete lack of wind on the already very short runway. A post-flight inspection revealed there was a problem with one of the flap-up cables. Luckily, this breakdown didn't result in any kind of asymmetry between the two flaps.

We are currently looking for a new towplane to replace our Citabria. In view of the number of search criteria, our options are quite limited. Our committee has been scouting around and we should be able to purchase a new towplane in 2019.

CVV Saguenay – Pascal Mourgues

En ce début d'année 2019, le Centre de Vol à Voile Saguenay

(CVVS), as pris son envol. Ce petit club, formé en association à but non lucratif d'à peine une dizaine de membre potentiel, ce veut être le seul club de montagne de la province de Québec.

Avec son relief montagneux avec des sommets jusqu'à 3500 pieds, il n'est pas rare d'y observer régulièrement de nombreux lenticulaires, favorisant les vols d'ondes qui devraient nous hisser jusqu'à des hauteurs estimées de 10 à 12.000 pieds.

L'été la plaine du Lac St Jean, entouré de champs agricoles, et ces nombreux lacs et forêt contrastant, sont le démarrage de thermiques. Il s'y forme alors de très belle rue de nuage cumulus qui laisse à penser que des vols de distance pourrais y être réalisé en direction de La Tuque.

Le CVVS proche de la base de Bagotville, en plus d'avoir des pilotes de CF18, permet aussi à de très nombreux cadets de l'air de se familiariser aux prémices des joies de l'aéronautique par leurs camps d'été de vol à voile. Le CVVS espère que ces derniers seront des jeunes pour certain impliqué au CVVS. C'est en tous cas le souhait du CVVS qui voudrais faire une belle place aux jeunes, cadets, étudiants et moins jeunes.

La ville de Saguenay (Chicoutimi) a un très beau campus universitaire avec l'UQAC, et l'on retrouve sur ce campus le Cégep de Chicoutimi qui héberge la plus grande école publique de pilotage au Canada (CQFA) et la seule qui offre les trois champs de spécialisation, soit le multimoteur aux instruments (pilote de ligne), l'hydravion (pilote de brousse) et l'hélicoptère.

Avec ce potentiel le CVVS croit pouvoir exister et croître de façon durable. Le CVVS devrait commencer son activité avec l'achat d'un moto-planeur d'occasion de type SF28, permettant la prospection de cette nouvelle aire de jeu, pouvant décoller de la base de St Honoré, dans un premier temps, aérodrome en Classe D, avec transpondeur obligatoire. Distant de 10 km de la ville de Chicoutimi, le CVVS y a son adresse actuelle directement au local de l'association des pilotes du Saguenay Lac St Jean (APSL).

Le CVVS est en recherche active de son propre terrain, proche de Mont-Valin afin de pouvoir alors accroître sa flotte de planeur plastique de type Grob G103 pour l'école de début, puis ensuite planeur monoplace de type ASW15, Cirrus ou LS1, et ceci au fur et à mesure que de nouveaux membres viendront étoffer les rangs du CVVS.

Cela permettra au CVVS d'être autonome, recevoir facilement du public et des amis vélivole du Québec et des autres provinces qui voudrais faire des camps d'onde ou venir voler dans cette magnifique région qu'est le Saguenay Lac St Jean. Site et contact du CVVS – <https://www.cvvs.club/>



The Saguenay Gliding Center (CVVS) has launched. This small club, formed by a not-for-profit association of just a dozen potential members, will be the only mountain soaring club in the province of Quebec with its mountainous terrain with peaks up to 3500 feet, it's not uncommon to regularly observe many lenticulars, favouring wave flights that should hoist us to heights estimated at 10 to 12,000 feet.

In the summer the plain of Lake St. Jean, surrounded by agricultural fields, and these many lakes and contrasting forest, are the start of thermals. It then forms a beautiful cumulus street that suggests that distance flights could be made to La Tuque.

CVVS is near the airbase in Bagotville, so in addition to having CF-18 pilots, also allows a large number of cadets to become familiar with the joys of aeronautics through their summer gliding camps. CVVS hopes that the young people will become involved in the new club. We would like to make a beautiful place for young people, cadet, student, and the not so young.

The city of Saguenay (Chicoutimi) has a very beautiful university campus with UQAC, and we find on this campus the CEGEP of Chicoutimi which hosts the largest aviation school in Canada (CQFA) and the only one that offers three fields of specialization: multi-engine instrument (airline pilot), seaplane (bush pilot) and helicopter.

With this potential, CVVS believes it can exist and grow in a sustainable way. CVVS should start its activity with the purchase of a second-hand SF28 motorglider, first operating from the airfield of St Honoré in Class D airspace with a mandatory transponder. Ten kilometres from Chicoutimi, CVVS has its current address directed to the local pilots' association of Saguenay Lac St. Jean (APSL).

CVVS is actively searching for its own field near Mont-Valin, then increase its fleet with a Grob G103 trainer, then a single seater glider like an ASW-15, Cirrus, or LS1 as new members come to enlarge the CVVS ranks. This will allow the CVVS to be autonomous, easily receive public and friends flying from Quebec and other provinces who would like to attend wave camps or fly in this beautiful region that is the Saguenay Lac St Jean.

The CVVS website and contact is <https://www.cvvs.club/>

Aéroclub des cantons de l'est – Neil Wothers

No report for 2016, 2017 and 2018 sent. There were 11 members in 2016, 4 members in 2017, and 11 in 2018.

ACE – Marc Arsenault

No report for 2018. There was a fatality in 2016. There were 11 members in 2016, six members in 2017 and four in 2018.



Steven Liard

TREASURER'S REPORT on 2018 Financial Activities

Jay Allardyce

2018 WAS MY FIRST YEAR AS SAC TREASURER, having taken over this post from Stephen Szikora who, after many years as a Zone Director and SAC Treasurer, has decided to move on from the Board. I would like to formally thank Stephen for his years serving on the SAC Board and for his efforts as SAC Treasurer as well. The Treasurer's role is new to me; however, I have been a board member since 2012 so getting up to speed on the Treasurer-specific duties was certainly made easier by the fact that I already had a good understanding of the inner workings of SAC.

Overview

SAC continues to be in a healthy financial position backed mainly by the various funds that support the operations of SAC. The Pioneer Fund, Wolf Mix Fund and Youth Bursary Fund have all accumulated reasonable balances and are used to subsidize the operating expenses of SAC, fund the National Team and support the Youth Bursary Program. The money in these funds all came from the generous donations of SAC members and friends of the Association. In order to ensure that these funds continue to support the Canadian soaring community, further donations are paramount and since SAC is a Registered Canadian Amateur Athletics Association, will also receive the added benefit of a tax receipt. These funds generate investment earnings, which provide funds for the operation of SAC. Going forward, SAC needs a strategy to ensure these funds are invested properly in order to guarantee the sustainability of these funds. I will discuss this in detail later in my report.

2018 Budget versus Actual

While many line items were fairly consistent with past years and in line the budget, there were several notable variances. On the revenue side, the funding that SAC receives from Jones Brown to support safety-related initiatives (\$10,000 per annum) was not received in 2017 so SAC received a payment in early 2018. The sale of supplies (mainly logbooks and the *Soar and Learn to Fly Gliders* manual) also yielded a little over \$8000 in revenue which is also associated with a partially offsetting cost of goods sold on the expense ledger. On the expense side, some of the payments for the SAC office contract were made late so they were not captured in the 2018 expenses. The GST for this contract was also not charged. *Free Flight* is currently on hold due to lack of con-

tent and no new issues were published in 2018. The small expense for *Free Flight* was related to a reprint of the last 2017 edition due to some members not having received theirs. Donations received into the World Contest Fund also increased the funding available to the National Team by an equal amount and there were a handful of clubs that did not utilize their allocation for the Safety Improvement Grant which left just over \$10,000 from that program unused. The unused funds from the Safety Improvement Grant will remain part of SAC's unrestricted funds.

2019 Budget

With the wrapping up of the Safety Improvement Grant, the budgeted expenses going forward should be less than the last few years and the expected deficits which have been reported the last few years due to this program should be non-existent going forward. There is no World Contest in 2019 and thus there will be no National Team expense this year. The future of *Free Flight* is still uncertain but \$8,000 has been provisioned in order to allow for a couple of issues. These funds could also be used to fund a content manager to source new content for the web site in lieu of a printed magazine. One of the larger expenses for 2019 will be the host funding for the 2019 Pan-American Gliding Championships which will be held at SOSA in Southern Ontario in early August. The Board has agreed to provide a \$5000 grant to the organizing committee as well as another \$5000 of funding to match any fundraising received by the organizing committee for a total of \$10,000. Hosting an FAI-sanctioned contest is not an inexpensive task. There are a lot of extra costs associated with running a contest at this level that go beyond the normal costs of a national contest, such as sanction fees, housing for FAI officials, and opening and closing ceremonies, among others. This funding will allow the organizing committee to put on an excellent contest that Canada will be proud of. The organizing committee will gladly accept donations and individuals that donate through SAC will also be eligible to receive a tax receipt for their donation.

Safety Improvement Grant

The SAC Board introduced the Safety Improvement Grant in 2015 which dedicated \$40,000 per year for three years to provide funding for safety-related equipment to SAC mem-

ber clubs. From a Treasurer standpoint, one of the goals of this grant was to reduce the amount of unrestricted funds that SAC held. Unrestricted funds are money that SAC holds which are not in one of the restricted funds (Pioneer Fund, etc) and thus are able to be spent as the Board sees fit. When this grant was implemented, that Board was comfortable that reducing the amount of unrestricted funds was a good decision as SAC had a good level of capital and doing this would not adversely impact SAC's financial situation.

While 2017 was the last year of the program, the Board decided to allow clubs which had unspent funds to make claims in 2018. I'm happy to report that many of the clubs that had unspent funds did make claims in 2018. Only \$10,563 went unspent so the final tally for the program was \$109,437. The Board did not elect to provide further funds for the program in 2018. While the program was a success, allowing clubs to purchase beneficial safety equipment, the primary goal from a Treasurer standpoint was to reduce the amount of unrestricted funds held by SAC which has been accomplished. Dedicating further funds to this program would have required one of two decisions by the Board: 1) a depletion of capital or 2) an increase in membership fees to avoid the depletion of capital. At this point the Board is not comfortable with either of those directions which was one of the main reasons no further funding has been provided to this program. The Board is actively discussing other programs that could be funded to enhance safety but likely not to the same extent from a funding standpoint as the Safety Improvement Grant.

SAC Investments

A few years ago during his tenure as Treasurer, Stephen did a review of SAC's investments and observed that SAC's choice of investments did not necessarily align with SAC's objectives for these funds. The funds were invested in a variety of equities which over the years had done well; however, this approach also exposed SAC to market fluctuations which could lead to large "losses" in single years. A portion of the funds were also investment in US equities and while the exchange rate change had been beneficial, being a Canadian organization with expenses in Canadian dollars, it did not necessarily make sense for SAC to be so invested in US equities. Stephen recommended to the Board that SAC convert a portion of its investments to cash and then reassess our investment strategy to better align with the Association's goals. A combination of factors including other more pressing projects led to this project being delayed. Presently, SAC holds about \$1.6M in assets and about \$1M is currently in cash with the remainder in equities.

\$1.6M is a healthy balance that has grown nicely over the last 10 years. Growth is nice but how much does SAC really need to support its operations? Is it reasonable to see years of 10 to 20% drops in order to continue to achieve long-term growth? The SAC Board has had many discussions over the years on exactly this topic and have agreed that future growth of these funds is not necessarily a requirement. The Board's interest at this point is to preserve our current assets while providing consistent returns that will subsidize on-going operating costs.

The Pioneer Fund allows for up to 5% of the balance to be used each year to help subsidize the Association's operating expenses. The membership fees paid cover just over half of the revenue required. Other sources of funding, including transfers from the Pioneer Fund, cover the balance. For the last three years we've budgeted for a 3% transfer from the Pioneer Fund given the fact that the majority of the Association's assets are currently in cash and thus gains have been minimal. However, a 3% transfer seems to be the magic number which provides for a balanced budget at SAC's current expense level. Therefore, in order to maintain SAC's assets while guarding against inflation (approximately 1.5% per annum), SAC's funds need to generate 4.5% per year. Unfortunately, there aren't any guaranteed products (bonds & GICs) that will generate returns at this level, so we are back to relying on equities if we want to maintain our current level of assets.

I have had discussions with SAC's investment advisor about our goals and requirements going forward and he had recommended a portfolio based primarily on dividend-producing stocks from blue chip companies which has yielded 4.5% per year historically – dividends alone would yield the cash we need to fund the Association's operations and offset inflation. Companies that offer dividends tend to be more stable and hold up better in downturns. Dividends paid out also tend to be independent of how the market is doing so dividends will be paid out whether the market is up or down. Growth will happen with this approach but at a slower rate than seen previously. Losses should also be muted with this strategy as well. I support moving forward with this strategy and will pitch it to the rest of the Board for consideration.

My first year has been a bit of a learning curve but it is a pleasure to oversee the finances of an organization that is in such a healthy financial position. I am excited to serve as Treasurer in 2019 and look forward to helping SAC support Canadian soaring clubs in this capacity.

SAC 2018 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2018

	2018	2017
REVENUE		
Membership fees	66,890	63,800
Sales and Services	11,210	4,074
Flight Training & Safety	22,530	2,617
Youth Bursary & Air Cadet	5,671	7,363
World Contest Fund	2,600	32,401
Wolf Mix	7,111	8,029
Other	220	145
Total	\$116,232	\$118,429
EXPENSE		
World contest team matching support*	2,600	32,401
World contest fund support*	17,448	9,893
Management fees	24,000	24,000
Professional fees	3,900	4,100
Bursaries	12,936	11,242
Printing – Free Flight	1,024	4,569
Membership & subscriptions	6,670	6,280
Safety improvement program	30,179	43,354
Publications & training manuals (FF)	363	3,933
Postage – Free Flight	984	2,537
Cost of sales	3,553	5,710
Meeting & travel	10,757	9,335
Meeting & travel – FTSC	4,984	3,444
Directors and Officers insurance	2,114	2,114
Bad debt	0	440
Contest hosting grant	7,000	3,000
Bank / credit card charges	251	186
Awards and scholarships	111	223
Advertising	7,434	6,728
Web site	6,751	5,244
Office supplies	0	12
Non-refundable HST/GST	20	2,065
Total	\$143,079	\$180,810

Operating

REVENUE over EXPENSE	(\$26,847)	(\$62,381)
Gain on investment income	(31,946)	35,771
REVENUE over EXPENSE	(\$58,793)	(\$26,610)

Balance sheet – as at December 31, 2017

	2018	2017
ASSETS		
Current assets		
Cash	0	53,533
Short term investments	1,000,829	1,004,497
Accounts receivable	18,538	4,629
HST receivable	5,955	4,516
Inventory	10,364	4,373
Long term investments	<u>497,818</u>	<u>531,139</u>
Total Assets	\$1,533,504	\$1,602,687
LIABILITIES		
Accts payable & accrued liabilities	12,226	9,875
Bank overdraft	5,083	0
deferred contributions	<u>196,783</u>	<u>214,607</u>
Total Liabilities	\$214,092	\$224,482
Net assets in funds		
World contest fund	8,300	8,300
Pioneer fund	937,500	987,313
Air Cadet & Youth Bursary	10,000	10,000
Unrestricted assets	<u>363,612</u>	<u>372,592</u>
total	\$1,319,412	\$1,378,205
Total LIABILITIES & ASSETS	\$1,533,504	\$1,602,687

Notes

* TRAVEL - WORLD CONTEST SUPPORT

In 2018, expenses of \$20,048 were incurred to support the attendance of four pilots (Jerzy Szemplinski, Luke Szczepaniak, Krzysztof Wiercioch and Sergei Morozov) at World Contests in Poland and Czech Republic (\$42,294 - 2017).

The figures here are preliminary – the complete audited 2018 financial statement is available on the SAC web site under “Docs”

2019 SAC-ACVV membership fees

(these fees are unchanged from 2018)

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 (ou Cadet de l'air)

For new members only, the half-year rates are applicable after 1 August.

All members of a club 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 by-laws in the SAC membership section for more details.

2019 SAC BUDGET

<i>Revenue</i>	1	Membership fees	\$65,000
	2	FTSC Insurance program	10,000
	3	Sales of supplies	4,000
	5	Pioneer Fund transfer	29,619
	6	Youth Bursary Fund transfer	2,171
	8	World Contest Fund transfer	-
	9	Unrestricted funds draw	9,439
			\$120,229

<i>Expenses</i>	1	COPA office contract	\$27,120
	2	Office expenses	500
	3	Cost of goods sold	2,000
	3	Distribution supplies	1,000
	4	Website maintenance	5,000
	5	FAI/Aero Club of Canada	6,670
	6	Directors & Officers insurance	2,115
	7	Free Flight magazine	8,000
	8	Board meetings	10,000
	9	Flight Training & Safety	14,500
	10	Sporting committee	7,000
	11	National team	-
	12	Youth Bursary program	12,171
	13	Club marketing program	6,000
	14	Zone contest hosting grants	3,000
	15	Pan American hosting grant	10,000
	16	OLC contribution	1,053
	17	Accounting fees	3,800
	18	Bank fees	300
			\$120,229

SAC Youth Bursary Program 2018

The 2018 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 35 students are listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$37.16 to \$499.00 after consulting on how the club wished to sponsor their applicant(s). In 2018 SAC matched \$12,935.73 of club funding.

Alberni Valley Soaring Association – Anwyn Woodyatt

Canadian Rockies Soaring Club – Lincoln Aitken, Ronan Court

Edmonton Soaring Club – Caitlan Acker, Chris Glassford, Jasmine Gordon, Ty Hatt, Ethan Jenkinson, Ewan King, Ryland Kruk, Kristi Tai, Luke Towers

York Soaring Association – Jakub Standen, Molly Gibson, Thalia Schuch, Alexander Martings

SOSA – Logan Orosz, Oliver Naruse, Chris Begemann, AJ Wilson

London Soaring – Isabela Dibon, Tim Kremers

Toronto Soaring – Allison Cole, Laura Foster, Dylan Podkowka

Rideau Valley Soaring Association – Jaye Mangione, Dominik Prymich

Gatineau Gliding Club – Alex Smith, John Boehemier

AVV Champlain – Vasco Charles Morais-Boulay, Vincent Huchot, Charles-Eliot Delcambre-Audet

CVVQuebec – Lauren Savard, Komeyl Foladi, Gabriel Pare

From discussion I had with some non-participating clubs in 2018 I anticipate that in 2019 more SAC clubs will become involved with this program. The program which started in 2009 has proven beneficial to the clubs, the community and the youth in their exposure to our sport.

I have agreed subject to the SAC BODs approval, to continue in 2019 as the contact person for the SAC Youth Bursary Program. Please contact me if you have any questions regarding the program or in making an application or fund raising. Thank you to all, who helped make the SAC Youth Bursary Program successful in 2018.

Yours truly, **David Collard**

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

MINUTES – 2019 SAC AGM

23 March, Alt Hotel, Quebec City, Quebec – Jay Allardyce, SAC-ACVV recording secretary

Introduction The 74th Annual General Meeting of SAC opened at 10:50 am with 49 members present and 15 clubs represented. The meeting was called to order at 10:52 am and a quorum was declared with 55% of the available votes represented through delegates with proxies and by individuals present.

Motion #1 Moved Marie-Andree Mathieu, seconded Richard Noel that: *"the 2019 meeting agenda be accepted."*
Vote: 798 For, 0 Against Motion passed

Motion #2 Moved Frederic Chauvin, seconded Richard Noel that: *"the minutes of the 2018 AGM be accepted."*
Vote: 798 For, 0 Against Motion passed

Presentation of Reports

President's Report Sylvain Bourque started by thanking those who organized the meeting and venue and those who will present the day's events. Sylvain also stressed that SAC is run by volunteers and many of the volunteers have held important roles within SAC for many years so there's a need for new blood in many of these roles and volunteers to step forward to fill them. Sylvain updated the group with regard to SAC's challenges with *Free Flight*. Sylvain spoke about the need for a new Insurance Chairman and the fact that SAC needs a Zone Director for Southern Ontario. Sylvain mentioned that soaring is not a sport without risk but in spite of these risks there were no fatalities in 2018; however, we need to stay focused on safety as historically there has been one fatality per year. Sylvain also mentioned that it is often those who have the most experience that end up being involved in accidents. Sylvain also introduced the SAC Board of Directors and committee members to those in attendance.

Secretary's Report Sylvain Bourque *There were elections to be held in three zones in 2019; however, no elections were contested. Sylvain noted that all Board members who stood for election in 2019 will hold their positions. The Board will be seeking a Zone Director in Southern Ontario. Pavan Kumar is the new Alberta Zone Director appointed by the Board.*

Safety Report David Donaldson David mentioned that he will expand upon his report during the afternoon safety session. David also noted that spoilers, canopies, and gear seem to be a common theme in many accidents.

Flight Training & Safety Report Dan Cook Dan mentioned that there are a lot of challenges with motorglider licensing at the present time. The FTSC is working with Transport Canada to discuss these issues and challenges. Dan noted that Transport Canada is working towards aligning the Canadian regulations with those in Europe and is also working to simplify the regulations as well. Additional details can be found in the FTSC's annual report.

Insurance Report Keith Hay was not present so Sylvain presented Keith's report. Sylvain mentioned that Keith is stepping down from his post as Insurance Chairman so the Board is seeking

someone new to take on this role. Sylvain noted that the hull loss ratio is an important statistic that influences insurance premiums. It was also mentioned that other insurance companies have been offering insurance to glider pilots in Canada but Sylvain emphasized that it is important that individuals and clubs support the Jones Brown insurance program in order to ensure that it has the critical mass so that it continues to be successful. Sylvain noted that there is a FLARM discount available for those that have FLARM equipped gliders and thanked the clubs in Quebec as Quebec was the first region to have nearly 100% FLARM adoption. Sylvain also shared with the group that Jones Brown offers Directors and Officer's insurance.

Sporting Committee Report Jörg Stieber was unable to attend the meeting so Jay Allardyce presented the highlights of his report. Jörg represented Canada at the IGC Plenary Meeting in Turkey. Jay noted that the Sporting Committee is supporting preparations for the Pan-American Gliding Championships which will be held at SOSA Gliding Club from July 29th to August 14th. Four pilots attended the World Gliding Championships in 2018 in Czech Republic and Poland. The Canadian Nationals were held August 1st to 10th at SOSA Gliding Club. There were also several regional competitions throughout Canada (Alberta, Southern Ontario & Eastern Ontario). Several Canadian pilots also attended competitions in the US and did quite well in these competitions.

Treasurer's Report Jay provided a brief overview of the revenue and expenses for 2019 and noted that the Safety Improvement Grant was the biggest expense for 2018 which was the final year of the program. Jay noted that the Board has approved a new investment plan for the funds which will be a dividend-based portfolio yielding approximately 4.5% in dividends per year which will provide good cash flow to the association.

Motion #3 Moved Richard Noel, seconded Pierre Gavillet that: *"the Frouin Group be appointed as auditor for 2018."*
Vote: 798 For, 0 Against Motion passed

Motion #4 Moved Pierre Gavillet, seconded Frederic Chauvin that: *"the budget as presented by the Treasurer be accepted with the associated membership fee structure."*
Vote: 798 For, 0 Against Motion passed

Motion #5 Moved Marie-Andree Mathieu, seconded George Domaradzki that: *"the activities and decisions of the SAC-ACVV Board for 2016 be approved."*
Vote: 798 For, 0 Against Motion passed

Trophies Presentation

The SAC trophies were presented to the 2018 winners by Bruce Friesen & George Domaradzki.

Motion #6 Marie-Andre Mathieu, seconded George Domaradzki that: *"the meeting be adjourned."*

The meeting concluded at 12:23 pm.

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

Last year's main story was that Nav Canada had initiated discussions about a Canadian ADS-B Out (1090ES Out) implementation. SAC submitted a brief in response to a request for information from Nav Canada but since the initial discussions all revolved around high level airspace we remained in the dark right up until the early 2019. Luckily the curtain was pulled back for general aviation participants during a January 11 WEBEX so I can bring everyone up to date in this report.

Currently Nav Canada has requested Transport Canada approve a phase-in of satellite based ADS-B Out substitution for radar separation in high level airspace (class A, B and E above FL 600) beginning this spring with completion hoped for around 2022.

The Aeronautical Study that will lead to eventual ADS-B Out implementation in low level airspace is set to start in the 2022/2023 timeframe although I would expect that any delays or hiccups in the high level implementation will ripple through the low level time line. There will be no implementation in low level airspace before completion of this study (and its acceptance by Transport Canada) so it is unlikely we will see any regulation changes before 2023.

Until the Aeronautical Study concludes, there is no hard information available, but current indications from Nav Canada are that their starting positions are as follows:

- the current glider and balloon exemptions will remain and will be expanded to include exemption from requirements for ADS-B Out equipment.
- mode S/C transponder usage in place of ADS-B equipment will continue to be allowed as sufficient for airspace access in most southern airspace (ie close to the US border).
- there will be no provision for 978 UATS functionality in Canada.
- ADS-B Out in Canada and the US will be compatible but it will require 2 antennae, one upward looking (Canada) and one downward looking (US).
- for the truly geeky the standards for implementation will likely require a TSO-129a GPS with Sil = 3 and everything to DO-260B performance standards.

There will be further updates as this story unfolds.

The only other item to mention is one that has been hanging around for a number of years and that is the rumored/promised Toronto TCA reconfiguration. To the point of writing this has remained dormant, likely due to ADS-B Out taking precedence.

FAI BADGES – Walter Weir

2018 was a good year for FAI awards showing strong increases in C badges, Silver badges and Silver legs.

Badge & badge leg statistics, 2009–2018

	09	10	11	12	13	14	15	16	17	18	5 yr avg	% of avg
1000 km	0	1	1	0	1	0	0	0	0	0	0.0	–
750 km	0	2	1	0	0	0	1	0	0	0	0.2	–
Diamond	0	1	0	0	1	0	2	5	2	0	1.8	–
Gold	4	2	2	3	2	3	1	2	1	1	1.6	63
Silver	10	9	11	9	7	13	9	7	2	11	8.4	131
C Badges	23	19	27	38	17	20	20	15	14	29	19.6	148
Badge legs	55	58	36	58	42	54	49	47	36	59	49.0	120

of the 36 badge legs flown: 7 Diamond, 10 Gold, and 19 Silver

FLIGHT TRAINING & SAFETY – Dan Cook

SAC Safety Report See the separate safety report prepared by David Donaldson, SAC Safety Officer. This year we have had about 90% participation in annual safety reporting at the time of writing. Our safety culture is improving and I have seen many volunteers at clubs working hard to make safety a more open discussion. We had less than 10 accidents this year but this has to be tempered with less flying overall last season due to weather and smoke from forest fires. More clubs are looking at their incidents and ways to mitigate any trends identified. Our national goals are to strive for 100% participation in reporting, safety auditing, and a club safety program manual to explain how the club will deal with safety planning and execution.

Instructor Training There was a Western Instructor Course for new instructor training at Cu Nim in April 2018. Spring snow-fall made it impossible to access the hangar in time to inspect the training aircraft and complete annuals. The course was held covering lectures, training material and simulator practice. CFIs were requested to cover the flight demos to complete the training in better weather. There were 8 candidates and 2 have completed the flying portion. Poor soaring weather is attributed to the low completion rate last season.

FTSC has discussed the viability of centralized Course Conductor training in each region as a method of supporting club instructor training. There seems to be some interest in Alberta but there is not much response from other zones. Many clubs may feel they prefer to send their instructors on a course than attempt to run or host. Clubs need to let their zone reps know what they need. The major issue appears to be lack of interest in clubs for members to move up into gliding instruction.

SAC SO INITIATIVES SAC Ground School – David Donaldson has run another online interactive Ground School. SO Discussion Group – the National SO holds these workshops throughout the year with club SOs to discuss safety concerns and share solutions or ideas. Participation has been good but I would encourage more of the larger clubs to share their experiences and participate.

OSTIV TSP Report The OSTIV TSP did not meet this year. Ian Oldaker has handed over co-chairmanship to Henrik Stevenson of Sweden and Rich Carlson of USA. We thank Ian for his decade of service as Chairman of the TSP and for representing Canada so well. Canada has been able to steer the committee with agenda items of interest to FTSC and we have used the TSP to explore and validate many of our safety proposals and gather information from other OSTIV nations who have much greater numbers of glider pilots and annual flight numbers. Participating in the TSP has been a great help in learning safety approaches that work and others that prove less effective. This eliminates much of the trial and error approaches that would result from our smaller sampling of data and fewer minds working on better ways of doing things. National heads of Training and Safety meet bi-annually at OSTIV TSP meetings.

The TSP is scheduled to meet in the early fall this year, possibly in the northeast USA, and will include a fly week to examine safety or training issues. If you have issues or information that would be good for discussion with TSP please contact the FTSC.

Mid-air accidents are very few within OSTIV countries now with FLARM. There are still some proxies due to lack of training with FLARM as identified by BGA. TSP recommends that this training is best done with a training glider parked on the approach end of the runway and the instructor going through screens and where to look. FTSC had prepared a "FLARM drills" paper for TSP and included the material on the SAC web site in the "Dealing with Emergencies" presentation.

TSP also discussed spiral dive recovery as an issue. Technique not standardized within OSTIV. Reference to POH must be made for differences in gliders. FTSC agreed on our current technique (in most POHs) including relaxing back pressure and not opening the air brakes if g-loads are increasing as wings are rolled, in order to prevent overstressing the spar. It was identified that this information, along with spinning with or without water ballast, and why some gliders not approved for spins, is perhaps not well understood by students.

We need to confirm that the ground school material David is putting together includes flight envelop training to understand limitations and safety margins. OSTIV TSP indicated better strategy for safety (culture) was to teach the club, not the pilot! This strategy creates a safety push rather than a pull and provides a more supportive safety culture in the club. This is congruent with our current attempt to introduce "Fly Top" to clubs based on David's safety presentation at the AGMs across Canada.

National Safety Program (NSP) Status This is a Performance Measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of annual safety reports (currently 90%), club hazard/risk analysis (currently 50%), safety audits (currently 30%), and safety program manuals (25%). Note: this is less participation than last year for safety reports (100%), but all reports had not been received at time of writing!

Glider Pilot Tips Network FTSC Committee has posted a Pilot Tips network for glider pilots on the SAC Forum.

Currently, *Pilot Workshops.com* provides tips to power pilots on a weekly basis and we feel that we might benefit from something similar. I have placed all the current tips on the SAC Forum because a centrally-controlled system using this platform is not working to reach every pilot on a weekly basis. Club safety officers can pick tips they like and pass them to their pilots. The few that use the Forum frequently can access them directly. If you are interested in participating, please pass on your tips to a FTSC member and we will set it up.

Towplane Solutions Committee

Jason has requested FTSC investigate solutions for towplane options for the future and has agreed to chair a subcommittee to investigate. He is looking for experts to assist in identifying options and requested FTSC reps to speak to their zone clubs. He will also investigate ultralight and home built options such as Carbon Cub towplane kit and the new ROTAX 1500 engine at 145 hp as towplane option (potential for a C-150 STC). Please contact Jason at jason.acker1@gmail.com if you are interested in participating.

Approach Control Monitor and Stick Shaker

FTSC has identified that one of the contributing factors to stall/spin has been insufficient air speed for approaches in high winds or gusty conditions or on mountain ridges. Pilot training and situational awareness play a significant role as do Human Factors. The FLARM has changed the risk of air collisions in soaring and the chairman is suggesting a technical solution for low & slow in turbulent conditions. Approach speed in most new gliders is fairly close to $1.5V_{stall} + \frac{1}{2} V_{wind} + V_{gust}$ factor.

FTSC is interested in a black box solution with a stick shaker so that when $V_{approach}$ is below the calculated minimum, the pilot receives a tactile and audible warning to "lower the nose". This device could be tied to navigation computer outputs for minimum 500 feet to set the device to $V_{approach}$. Wind direction and speed and gust factor could also be derived from the navigation computer sensors. The stick shaker could also be slaved to an AoA device for warnings when critical AoA is close to being reached for a stall in flights above 500 feet. This might not cover all situations such as microburst and mountain updrafts but would provide increased mitigation when below 500 feet.

Scott Guay (Great Lakes Gliding Club) has taken the lead with a first crack at a prototype. See <https://www.youtube.com/watch?v=n04lbbnY-v8&feature=youtu.be>. Kurt Semeus in MSC has also expressed interest and was asked to contact Scott. Jo had contacted this accelerator that specializes in analyzing physical startup projects: https://www.facebook.com/pg/adi-accelerator/about/?ref=page_internal to explore the feasibility of this project, using those terms. This would have a \$1500 expense associated with it to help find technical interest in the project. Please let us know if you are interested in helping with this project.

General Aviation Safety Campaign with TC and COPA

The SAC SO has been participating with the TC lead program to promote general aviation safety by identifying methodology and products for persons involved in GA. TC has been satisfied

with the approach and results and is leaning towards giving the lead to this committee. David will be providing more detailed information in his safety report.

Promoting Gliding

FTSC has discussed a concept for promoting gliding in smaller communities to expand SAC where communities are too small to support regular clubs. The goal would be to interest youth with micro gliding clubs of about 12 members. Recruitment of a group of high school aged youth to build their own motorglider by connecting them with COPA amateur builders in their area who would supervise and teach construction of an amateur-built motorglider such as the Xenos. <https://www.bing.com/videos/search?q=xenos+glider&qpv=xenos+glider&view=detail&mid=F1A046AC59910608DFEDF1A046AC59910608DFED&&FORM=VRDGAR>

Ideally this could be tied into high school credits and perhaps some aviation education in the sciences. Once clubs have built their glider, a SAC instructor would train a club member to teach the others how to fly. The group would become the nucleus of a club. This would help to spur youth interest in aviation careers and the sport of soaring. The glider kit could be obtained through a willing sponsor.

TC MG Requirements for Glider Pilot Licence

The FTSC has continued to work to resolve motorglider (MG) training and licensing issues with TC. We had formally requested that TC place their last decision, expressed to us in a letter to SAC, in abeyance until the ongoing CARs review is completed by the department. We have been informed by TC that they have "revisited the previous discussions and information received from the Soaring Association of Canada (SAC), sought input from our regional counterparts and reviewed best international practices with a view to once again ensuring that "all the relevant factors have been considered in establishing Transport Canada's position on this important matter." They have determined there is no need to revise the current regulations at this time and that MGs can be flown with a GPL and appropriate launch endorsement requirements in CARs.

FTSC has recommended additional training requirements/standards for MG/TMG pilots. TC acknowledged that "during our review we noted that SAC has developed and implemented the necessary mitigation to any known hazards created when glider licensed pilots' transition to and operate motorized gliders (Transition to Motor Gliders (Interim Guidance 2018)". This document is on the SAC web site documents section for pilots and instructors and will be promulgated to club CFIs. As a minimum, the instructors signing "method of launch endorsements" must be qualified on method of launch (CAR standard 421.24), and have completed a review of the SAC MG training requirements for the Pilot Training Record for a MG type conversion.

FTSC had also spoken to COPA who had significant involvement representing us in this resolution and spoke to TC on our behalf to persuade them to reconsider their former position. TC has stated they will consult with SAC on any future changes.

Chairman	Dan Cook
National Safety Officer	David Donaldson
Members	Joe Gegenbauer, Jo Lanoë, John Toles, Jason Acker
SAC Board Liaison	George Domaradzki
Director of Safety	Sylvain Bourque

HISTORIAN – Bruce Friesen

It is one year now since I offered to assume the vacant position of SAC Historian. So far, it has been a pleasant process of getting up to speed with the support and assistance of numerous people, all appreciated.

The content of the role has firmed up quite a bit. We have formally included in this role:

- Maintenance of the table of Canadian Records as posted on the SAC web site in tabular form and via drop-down lists.
- Execution of the SAC Annual Awards program, for success in soaring and excellence in contributions to our sport.
- Updating of the "Book of the Best" to document the results of the two items above.

In addition, I have extended the offer to all individuals keen to have Canadian soaring history carried forward into the future, to send to me documents, photos, objects – just about anything that ought to be protected. Several individuals have taken me up on that offer, sending me either originals or copies of things on behalf of their clubs and committees.

I repeat that offer here. Please, if there is anything that needs a good home, send it along. My e-mail address is brucecfpdm@gmail.com.

The ultimate 'good home' is, of course, not my storage room but the National Archives of Canada. My predecessor as SAC Historian, Christine Firth, lodged a substantial body of material in the Archives in 1992 when she stepped down from the role. My intent is to follow that example, to gather meaningful material, and then transfer as appropriate to the Archives in batches.

I had the opportunity last fall to spend a (brief) time at the National Archives in Ottawa familiarizing myself with the holdings already securely collected on behalf of our sport. It was a hugely interesting experience, and I learned a lot. Because I am a real sucker for history displayed in source documents, it was a real struggle to convince myself to stop reading, take photos as appropriate, and move on to another file. I recommend a visit to anyone with a similar predilection. My most important learning was confirmation we are in good shape with our history.

My desire to build on that foundation has been redoubled. Please consider forwarding rather than trashing old stuff. I will assume the challenge of identifying the things already preserved (hence no longer needed), the trivia, and the nuggets of gold that ought to be added to the National Archives. Load me up!

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.

2018 at a Glance

Thanks to all for an increased attention to safety during the past flying season. As can be seen in the chart below, 2018 saw us continue our longer term trend in very gradual reduction in our loss ratio even though we had a slight increase in total \$ losses. This was fed by a 30% reduction in claims and a 50% drop in the average claim value. Although we had a small increase in the number of hull claims, it was somewhat offset by lower average claim value.

The Loss Ratio is the \$ paid out in claims compared to the premium \$ collected. The Total Loss Ratio (which includes liability) and more specifically the Hull Loss Ratio (aircraft damage only) are prime determinants of the plan's premium rates and our ongoing insurability. Our underwriters look at both the long term trends as well as the short term results.

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

SAC Membership

This year several clubs did not submit SAC memberships to the SAC office until AFTER the end of the regular flying season. Failure to have club membership updated to the SAC office could potentially create difficulties in handling claims involving both CLUB and PRIVATE aircraft as it creates a question

as to whether the individual in control of the aircraft was a SAC member and therefore covered under the insurance policy. It's important that clubs forward their membership updates to the SAC office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage. Your SAC membership "validates" your insurance coverage, so please ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create difficulties in quickly handling a claim.

"No Claims" Credit

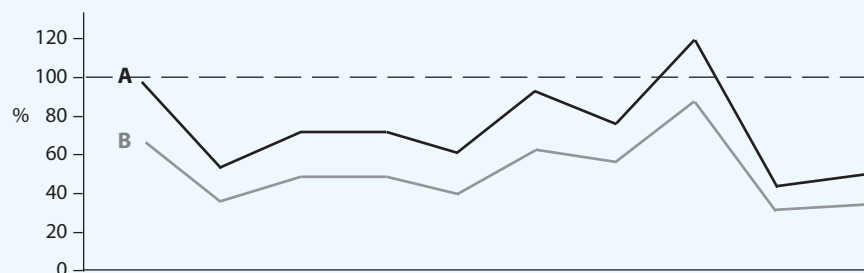
Through the SAC Insurance Group Plan, we continue to credit those private owners and clubs with a 3-year claims-free record with a "No Claim Credit" at their renewal. This provides some recognition and incentive to those keeping safety foremost in their flying practices. This year over \$3500 was credited back to owners and clubs.

FLARM Credit

The portion of FLARM equipped aircraft has continued to increase, almost doubling in the last five years. Many clubs have now equipped their full club fleet with FLARMS and an increasing number of private owners are also installing them. During 2018, 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. For the 2018, discounts of over \$13400 were given to clubs and private owners in the SAC plan. 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 pro-actively work towards our own and others' safety in the air.

SAC INSURANCE 10-YEAR HISTORY, 2009 – 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Insured Clubs	24	25	23	25	24	25	25	26	26	24
Hull Loss ratio (%) A	96	47	66	66	59	90	70	118	42	50
Total loss ratio (%) B	63	30	43	44	36	60	49	83	29	34
No claim bonus paid (\$)	5140	6887	8191	12758	10497	10667	3492	3011	4614	3531
FLARMS					86	113	114	155	169	141
FLARM % of fleet					34	44	54	61	66	55
FLARM discounts (\$)					8844	10504	12767	13949	15755	13407



2019 Renewals

We are in the process of negotiating the plan renewal with the assistance of our broker, Jones Brown. Once the final rates have been negotiated, we finalize any changes for the 2019 plan. The renewal has been a bit more challenging this year due to changes and general losses in the insurance industry over the last several years.

The 2019 policy year will run from 31 March 2019 to 31 March 2020. As usual, coverage will be automatically extended through 30 April 2019 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via email.

Club renewal packages will be emailed to each club insurance contact as soon as available in mid-March. Private owner renewal notices will be sent out via email as well. It is important to be sure to let us know if you have changed your email address. If you have not received your renewal notice by APRIL 2, please contact me at insurance@sac.ca.

Other optional coverage options available for clubs

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

Fuel tank spill coverage

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

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

Proper fuel storage and physical environmental protection is important. Depending on the club's location and the volume of fuel, a relatively minor fuel spill can easily result in a \$300,000 or more clean-up bill. In some cases, there are government regulations specifying minimum standards for any "new" fuel storage facility. While existing fuel storage may not currently require upgrading, this could change as concern over environmental protection increases. Regardless of any insurance coverage, clubs should be pro-active in demonstrating care and attention to proper fuel storage and management. Some things to consider:

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

these procedures reviewed with members on a regular basis, especially those regularly involved in fuelling? Is this member training documented? Do the procedures include reporting requirements to regulatory authorities and directions about what to report to the authorities? Is there a regulatory authority reporting phone number clearly written on the procedures manual?

- Do you have fuel spill "mop-up" kits and other liquid containment equipment readily available in the event of a spill?
- Do you regularly monitor the condition of your fuel tanks for leakage, corrosion, damage. For above ground tanks, do you regularly inspect the structural elements of the tank to ensure their integrity (tank support structures, tie-backs and the like)?
- Do you have spill retention "berms" around your fuel tank to prevent spilled fuel from spreading – otherwise known as secondary containment?
- Do you have sturdy fencing (e.g. metal pipe bollards) around your fuel tank to protect against vehicular and other collisions with the tank?

Directors & Officers Liability (Management Liability) – "D&O Policy"

Coverage for your Board of Directors, including directors and officers of the club in the execution of their duties and obligations. A \$2,000,000 limit can cost in the range of \$1,000-\$1800 per year, with the exact premium dependent on a club's specific operations, so a separate application is required.

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

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

Here's hoping a fun, challenging and safe year of flying for everyone in 2019.

RECORDS – Roger Hildesheim

2018 was a very quiet year for records with only one late year citizen multi-place record being approved. Jörg Stieber and Thomas Stieber bested their 500 km speed triangle record from 2017 by over 22 km/h! Best wishes for a safe and fun 2019 flying season.

Pilot:	Joerg Stieber (P1) & Thomas Stieber (P2)
Date/Place:	29 November 2018, Kiripoti, Namibia
Record Type:	500 km Speed Triangle, Citizen, Multiplace
FAI Category:	3.1.6b

Sailplane Type: Arcus M (D-KLWO)
Speed: 135.7 km/h
Previous record: Jörg Stieber (Thomas Stieber), 113.3 km/h, 2017

SPORTING – Jörg Stieber & Chris Gough

I attended the IGC Plenary Meeting 2-3 March in Freudenstadt, Germany in the beautiful Black Forest. The German Aero Club was quite generous in sponsoring the event which helped keeping the cost down for the delegates.

The question of the 50 km Silver Distance was finally resolved: In order to qualify for the Silver Distance, the pilot has to reach a point with a distance of at least 50 km to the launch location and the release point. In response to the objections that this is not safely possible at some club locations, the consensus of the Plenary was that it should not be a requirement that a certain badge flight can be achieved at every location in the world. For example, there are locations where 1000 m height gains are not possible due to airspace restrictions or weather conditions. It is not unreasonable to expect pilots to travel to another airfield if certain elements of badge flights cannot be achieved safely at their home airfield.

There was an open discussion around how the IGC competition rules and/or scoring should be modified in light of the proliferation of ground-based FLARM trackers and the real-time availability of tracking data during competitions. One delegate remarked: We now have a new team sport – one person in a glider, supported by 10 people on the ground.

There was also a lively discussion about replacing the current 13.5m Class which has a wingloading limit of 35 kg/m² with a class of 13.5m electric self launch gliders with a limited max take-off weight (350 kg or 400 kg). Competition rules for this class would allow the use of the electric motor. This is an exciting prospect.

I presented a progress report on our preparations for the 3rd FAI Pan-American Gliding Championships. The minutes of the meeting and other documents such as the financial report can be downloaded from the FAI-IGC website at <http://www.fai.org/igc-documents>.

Unfortunately, I will not be able to attend the upcoming IGC Plenary Meeting on March 8/9 in Istanbul. I will make sure to give a proxy and detailed voting instructions to a reliable delegate. A detailed agenda for the upcoming meeting is posted at the documents section of the FAI-IGC web site.

Planning Update for the 3rd FAI Pan-American Gliding Championships 2019

Preparations for this event are well under way. We have received commitments from carefully selected and highly qualified candidates to cover all key positions essential to conduct a safe and successful PAGC, the first international gliding competition in Canada. The contest web site is live at <http://silentflight.ca/panam/> and *Bulletin 1* has been issued. The Canadian Team is forming under administration of Team

Manager Jarek Twardowski. The US Team should be ready to submit their team entry shortly as well. We have a few entries from Latin America but the availability of rental gliders and the current economic conditions in countries such as Brazil are problematic. Still to be done:

The Local Procedures have to be drawn up and submitted to the IGC for approval. We have applied for the following deviations from the IGC rules (Sporting Code, Section 3, Annex A):

- Reduction of IGC sanction fees – granted
- Combine Opening Ceremony and Practice Day in one day – pending
- Permit a 15m/Std handicapped Class with disposable ballast, based on BGA handicaps – pending
- Reduce the minimum number of participants per class from 10 to 9 – pending
- Reduce the minimum number of countries represented per class from 4 to 3 – pending
- Increase the maximum number of pilots per class per country to 3 plus 5 reserve pilots – pending
- Allow the following limits to maximum take-off mass: 18m – 550kg, 15m/Std – 500kg – pending
- Waive the Gold height gain of 3000m as entry requirement – pending

35th FAI World Gliding Championships 2018 in Poland and the Czech Republic

During July 7 – 22, Poland hosted the Club, Standard and 15m Classes in Ostrów Wielkopolski. We had good representation with three pilots in two classes. The Canadian Team was:

<i>15m Class</i>	Luke Szczepaniak	ASW 27	2W
	Sergei Morozov	ASG29-15	XG

<i>Club Class</i>	Krzysztof Wiercioch	SZD-55	M2
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Team Captain Jarek Twardowski

Club Class was a very tight race at the top. The point spread between the first three pilots was less than 0.5%. The complete results for all classes are posted at <https://wgc2018.pl/en/>

The Czech Republic hosted the 18m, 20m Two-seat and Open Classes in Hosin on July 28 – August 12. Unfortunately, there was a last-minute venue change from Pribram to Hosin which resulted in a significant cost increase for our team since pre-booked accommodation in Pribram had to be cancelled and new accommodation had to be found in Hosin late in the game. On the positive side, the competitors were rewarded with 12 outstanding competition days. The highest speed achieved in 18m Class was 151.4 km/h on Day 7, with six days yielding winning speeds in excess of 140 km/h.

18m Class Jerzy Szemplinski, ASG 29-18, XG

Team Captain: Marian Rakusan

See the competition results in the box on the next page.

The Sporting Committee congratulates the Canadian competitors, particularly Jerzy who achieved the highest percentage of the winning score. The complete results for all classes are posted at www.wgc2018.cz/ These were the first World Championships where 15m and 18m Classes in which Canadians have traditionally competed, were split into different locations

15m Class (37 Competitors, 9 competition days):

1	Sebastian Kawa	Poland	PC	ASG-29	6047 pts	100.0%
2	Lukasz Grabowski	Poland	RP	Diana 2	5961 pts	98.6%
3	Christophe Ruch	France	FM	JS3	5837 pts	96.5%
19	Sergei Morozov	Canada	XG	ASG 29	4534 pts	81.9%
32	Luke Szczepaniak	Canada	2W	ASW 27B	4399 pts	72.7%

Club Class (48 competitors, 9 competition days)

1	Rasmus Ørskov	Denmark	KW	ASW 20	5736 pts	100.0%
2	Tomasz Rubaj	Poland	A8	SZD-55	5723 pts	99.8%
3	Jaroslav Tomana	Czech Rep	SN	Std Cirrus	5709 pts	99.5%
28	Krzysztof Wiercioch	Canada	M2	SZD-55	4863 pts	84.8%

18m Class (44 competitors, 12 competition days):

1	Wolfgang Janowitsch	Austria	WO	Ventus 3T	10236 pts	100.0%
2	Mario Kiessling	Germany	I	Ventus 3T	10097 pts	98.6%
3	Jean-Denis Barrois	France	FM	JS3	9915 pts	96.9%
24	Jerzy Szemplinski	Canada	XG	ASG 29	8916 pts	87.1%

and time frames. This resulted in challenges as we had to support two championships in Europe, and Jerzy in the 18m Class was the only Canadian pilot in Hosin. On the plus side, the team was able to utilize the ASG-29 XG in both the 15m and 18m competitions with significant savings for shipping and/or rental.

2018 Canadian Nationals, 1-10 Aug*Chris Gough*

The 2018 Canadian Nationals were hosted by SOSA Gliding Club in Rockton, ON. The contest was also the pre-contest for the Pan-American Championships being held at SOSA in 2019. The 27 pilots were split between three classes: 18m, 15m/Standard handicapped, and Club. Three USA pilots joined us and all competed in the 18m class. The weather at the beginning of the contest was quite challenging. On the first flying day only two pilots from the 18m Class completed the course. 15m/Std and Club did not get enough pilots to fly minimum distance to have a valid day. The weather improved as the contest went along. The last day saw a winning speed of 108 km/h in the 18m Class. 18m Class ended with six scoring days, 15m/Std and Club five scoring days. Top five pilots in each class were:

18m Class

1	Dave Springford	F1	ASG-29	4806 pts	100.0%
2	Sergei Morozov	MS	ASG-29	4534 pts	94.3%
3	Jörg Stieber	JS	ASG-29Es	4134 pts	86.0%
4	Tim Welles	W3	Ventus 3FES	4084 pts	85.0%
5	Roy Bourgeois	ROY	ASG-29	4064 pts	84.6%

15m/Std

1	Chris Gough	99	Ventus B	3142 pts	100.0%
2	Rafael Bravo	DD	Discus 2b	2644 pts	84.2%
3	David Cole	AF1	SZD-55	2639 pts	84.0%
4	Bruce Friesen	KLL	Discus B	2294 pts	73.0%
5	Stan Maj	KO	SZD-55	2222 pts	70.7%

Club Class

1	Paul Parker	DW	LS-4	3717 pts	100.0%
2	Chris Wilson	W2	Mosquito	3387 pts	91.1%
3	Ed Hollestelle Jr.	A2	HP-18	3361 pts	90.4%
4	Jay Allardyce	DX	ASW-19	3242 pts	87.2%
5	Marian Novak	N1	Egret	2969 pts	79.9%

Provincials and Zone Contests

The MayFly Eastern Ontario Zone Contest was held over the Victoria Day weekend in Pendleton.

2018 Alberta Provincials, 18-21 May*Chris Gough*

The 2018 APSC was hosted at the Edmonton Soaring Club in Chipman, AB for the first time in a number of years. The ten registered pilots flew in one handicapped class with no water ballast allowed. All four days were flown in some great weather. The race for 1st place was very close with Bruce Friesen beating out Patrick McMahon by just 6 points on the last day. Top five pilots:

1	Bruce Friesen	KLL	Discus B	3091 pts	100.0%
2	Patrick McMahon	28	ASW-28	3085 pts	99.8%
3	John Mulder	2J	Genesis II	2905 pts	94.0%
4	Chris Gough	99	Ventus B	2395 pts	77.5%
5	Tony Burton	E2	Russia AC-4	2351 pts	76.1%

2018 Ontario Provincials, 28 June – 2 July

The Ontario Provincials were hosted by Toronto Soaring. The practice days June 28 & 29 were combined with a cross-country camp, including presentations. This format worked quite well. 14 pilots competed in one handicapped class. Winners:

- 1 Jerzy Szemplinski
- 2 Jörg Stieber
- 3 Dave Cole

Canadians in US Competitions

2018 was a year where Canadian pilots achieved spectacular successes in several top-level US competitions.

FAI Sailplane Grand Prix USA, 26 March – 1 April

Canadian pilots Sergei Morozov and Jerzy Szemplinski supremely won the FAI Sailplane Grand Prix USA in Seminole Lake, FL. Best US pilot was Sean Fidler.

1	Sergei Morozov	M6	42 SGP points
2	Jerzy Szemplinski	XG	31 SGP points
3	Sean Fidler	7T	29 SGP points

The SGP in Florida was a qualifying race of the 9th World Grand Prix Series. The Sailplane Grand Prix World Final will be held 2-8 June in Cerdanya, in the Pyrenees in northern Spain. Unfortunately, neither Sergei nor Jerzy will be competing in the final. The event will be reported live via the website <http://www.sgp.aero/finals2019.aspx?contestID=31086> with commentary by former World Champion Brian Spreckley.

US 18m Nationals, 1-10 May

After the successful finish in the Grand Prix, three Canadian Team pilots and SOSA members dominated the US 18m Nationals in Seminole Lake, FL. They settled into the top three spots on day one and stayed there to the end of the 8-day contest. After 8 days of flying, the point spread between the top three out of 25 pilots was 1.1%.

1 Jerzy Szemplinski	XG	ASG 29-18	7757 pts	100.0%
2 Sergei Morozov	M6	ASG 29-18	7698 pts	99.2%
3 Dave Springford	F1	ASG 29-18	7670 pts	98.9%
4 Gary Ittner	P7	ASG 29-18	7619 pts	98.2%
5 Erik Nelso	5E	Ventus 3-18	7522 pts	97.0%

Region 5 North, 16-21 April

Canadians competed in the R5N contest in Perry, SC in the Sports Class and 18m Class. Weather conditions were difficult and allowed only two contest days in Sports Class and three in 18m Class.

Sports Class

1 Skip Pate	P8	LAK-17 AT-18	1805 pts	100.0%
2 Ed Hollestelle	A1	Ventus 2cm-18	1794 pts	99.4%
3 Wilfried Krueger	K2	DG-800B-18	1762 pts	97.6%

18m Class

1 Rich Owen	ZO	ASG 29 Es-18	2975 pts	100.0%
2 Jerzy Szemplinski	XG	ASG 29-18	2848 pts	95.7%
3 Ken Sorensen	KM	Ventus 2cxa-18	2829 pts	95.1%

Region 8 Ephrata, 2-7 July

Four Canadian pilots competed in the Region 8 contest in Ephrata, WA in three classes. All classes had five competition days.

Std Class: 4 Bruce Friesen LL Discus b 77.6%

15m Class: 3 Chris Gough 99 Ventus b-15 92.9%

Sports C: 2 Branko Stojkovic XYU Russia AC-5M 96.3%

18m Class: 2 Mike Thompson M1 ASG 29-18 98.3%

4 Dennis Martin KT ASH 26E 87.4%

5 Dennis Vreeken 2A DG 808B-18 86.9%

Region 6 North Adrian, MI, 2-7 July

Dave Springford won Sports Class in this four-day contest flying his ASG 29 in 15m configuration.

Seeding list

Chris Gough

The SAC seeding list has been updated on the SAC website with the 2018 Canadian Nationals, 2nd Pan-American Championships, USA 18m and Sports Class Nationals as well as the 2018 Czech and Poland Worlds. Note that you must have flown a Canadian Nationals in the scoring period (last 3 years) to be eligible for the seeding list. The 2018 list seeds the Canadian Team for the 3rd Pan-American Gliding Contest at SOSA Gliding Club, 29 July - 14 August.

Pilots with more than 85 seeding point are:

Group A	1 Dave Springford	101.5 pts
	2 Jerzy Szemplinski	98.5 pts
	3 Sergei Morozov	98.2 pts
	4 Jörg Stieber	90.2 pts

Group B	1 Krzysztof Wiercioch	97.0 pts
	2 Christopher Gough	96.7 pts
	3 Eddy Hollestelle Jr	87.9 pts
	4 David Cole	86.4 pts

Competition hosting grants

The following grants were awarded in 2018:

<i>Canadian Nationals</i>	SOSA Gliding Club	\$4,000
<i>Alberta Provincials</i>	ESC, AB	\$1,000
<i>Mayfly</i>	GGC, ON	\$1,000
<i>Ontario Provincials</i>	Toronto Soaring, ON	\$1,000

OLC Canada

Branko Stojkovic

The 2018 OLC season ended on 24 September, 2018. Participation has been stable slightly above 300 pilots for the last four years. This means about one third of SAC members have been posting regularly to the OLC.

Weather conditions in Central Canada (Ontario/Quebec) were very poor in 2018, which total flights and total distance scored reflect. Both show a significant drop compared to 2017 which was an outstanding season in central Canada. It is encouraging however, that despite the weak 2017 season, the numbers are still in line with the averages of previous years.

Flights scored in Canada in last 4 years

	2015	2016	2017	2018
<i>Number of participants</i>	320	329	315	328
<i>Total flights in Canada</i>	2769	3465	2791	2936
<i>Total km in Canada</i>	439,674	615,218	443,064	493,610
<i>Highest km by a pilot</i>	20,431	22,781	23,094	22,296
(Trevor Florence – 122 flights)				
<i>Highest km by a club</i>	84,446	115,867	87,224	92,787
(Rockies)				

Best flights of a member of a Canadian club

OLC – Canada:

Trevor Florence; Duo Discus; Invermere, BC (Canadian Rockies); July 16, 2017; 917 km; 975 OLC pts
Trevor's flight was also the best flight of a Canadian pilot in the OLC North America and Worldwide.

OLC Canada Champions (6 best flights)

1 Trevor Florence , Canadian Rockies Soaring	4554 pts
2 Hans Baeggli , Canadian Rockies Soaring	4497 pts
3 Chris Gough , Cu Nim Gliding Club	4293 pts

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

OLC Canada Junior Champions (6 best flights)

1. Charlie Pastuszka , Canadian Rockies Soaring Club	1138 pts
2. Logan Orosz , SOSA Gliding Club	757 pts
3. Lincoln Aitken , Canadian Rockies Soaring Club	547 pts

Personal Remarks In closing I want to thank my colleagues on the committee and the SAC Board of Directors for their ongoing support. This year will be 20 years since I was asked to assume the role as chair of the Sporting Committee. Although I have found my involvement in helping shape the competitive side of our sport very rewarding, it is now time to plan and execute an orderly succession to make room for new ideas to flourish.

Jörg Stieber

SAFETY – David Donaldson

This is the first year since SAC ended the Safety Fund and already we have experienced a drop in the quantity and quality of annual safety reporting. This was in part due to some “staffing” issues as we had a couple of changes in the Safety Officer role as well as a key volunteer falling ill. That said, we have maintained critical mass with 88% of clubs in Canada reporting. I thank all the volunteers for their efforts in this very critical task. As we continue to build statistics over the years we create and maintain a clear picture of the issues faced by glider pilots across the country. This key information enables SAC, more specifically FTSC, to apply effective interventions to improve safety. The question is what are we seeing as the issues and what can we do about it?

For 2018 season we had 5 accidents, down from last year’s 9 and I am pleased to report that we did not have any fatal accidents this year. There were 152 incidents reported across 25 clubs compared to 144 across 21 clubs the previous year. Flights were a little less this year at 15,526 compared to last year’s number of 16,914. While weather played a key role in the number of flights, we are continuing to see a trend in reduced membership and activity.

We are still seeing a number of canopies (5) and spoilers (5) opening on take-off as well as gear-up landings (8). These numbers are almost identical to last year indicating that we are not learning our lessons. The FTSC will be looking at ways to support clubs in addressing this issue. On the good side, we did see an improvement on maintenance related incidents, down to 12% from last year’s 20%. Airmanship continues to be our biggest opportunity for improvement at 66%, up from 64% the previous year.

When it comes to safety, it is best described as a journey and not a destination. As such we will always have an ebb and a flow. It is key that we continue our vigilance, flying is not inherently dangerous, it is unforgiving. While we all make mistakes, in the world of aviation there is less room for error than in most other areas of our lives. This vigilance needs to be part of the basic fabric of our approach and operations, in short we need a culture of safety.

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

- **Landing continues to be the most dangerous phase of flight from an accident perspective.**
- **Incidents are more distributed with majority occurring during take-off.**

- **Spoilers and canopies opening at take-off and gear-up landings continue to be an issue:**
 - o **Spoilers and canopies account for 17.5% of take-off incidences.**
 - o **Gear-up landings account for 22.2% of landing incidents.**
- **Airmanship continues to be our biggest opportunity for improvement.**
- **Continued vigilance is key to ongoing safe operations.**

Accidents

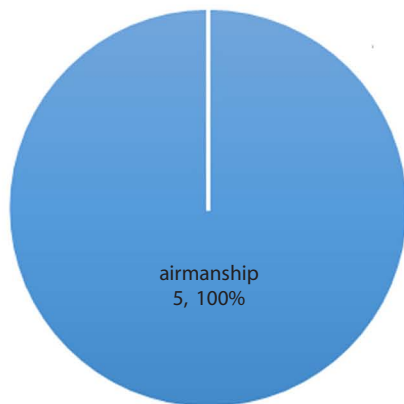
- 1 While participating in Provincial Soaring Competition, glider became low and the pilot was unable to find lift. During the landout the aircraft made a hard landing. Aircraft was written off. Pilot was unhurt.
- 2 Student pilot landed long and overran the runway, bounced over two roads and came to rest in a farm field. The aircraft suffered significant damage. Aircraft was written off. No one was hurt.
- 3 On a windy day, the canopy of a Blanik L-23 slid along the forearm of a pilot who was using his arm to block unwanted motion of the canopy. Sharp metal on the canopy cut the pilot’s arm, requiring four stitches.
- 4 Pilot decided to practise an off-field landing, using the under-run of runway as a simulated field landing. Immediately following touchdown, the right wing caught the tall grass and the aircraft slid sideways about 100 feet. The fuselage cracked near the vertical stabilizer. The pilot’s car and associated glider tow-out equipment was located alongside the under-run area of runway and may have influenced the pilot’s decision to practise an off-field landing in this area.
- 5 Glider left wing tip hit tree on short final, the glider rotated to the left before landing hard, impacting a parked tractor, groundlooping and impacting a building. The circuit was observed to be low and slow. The pilot reported that he decided to land short as it was “last flight of the day”. Dehydration was cited as a potential factor.

Incidents

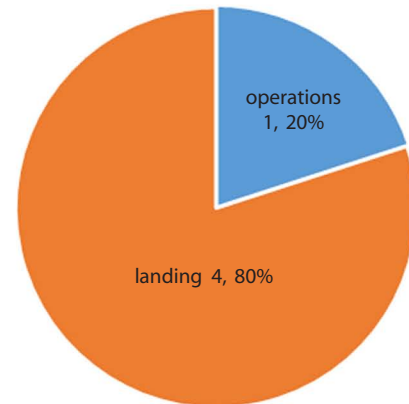
- 1 Pilot experienced a pitching problem and aborted take-off believing tail dolly was still attached (it was not). The glider landed without further incident. The trim was incorrectly set.
- 2 Glider obstructing the runway in front of towplane with glider in tow during launch. Launching aircraft altered course to avoid the obstruction.
- 3 Take-off interrupted due to glider landing. Wing runner failed to see the landing aircraft, another person observed the landing aircraft and singled to stop the launch. The wing runner did not immediately lower the wing when the signal was given.
- 4 Glider landed gear up. Pilot interrupted his landing checklist to reposition his glider and did not lower landing gear.
- 5 Ground loop during aborted take-off. Wing dropped during take-off roll, the glider over-corrected and the pilot rejected the take-off resulting in a ground loop. Tailwind and taller than normal grass were contributing factors.

- 6 Battery was not secured during flight operations. This was observed when removed at the end of the day.
- 7 Airbrake opened on takeoff. Pilot responded to radio call and closed them.
- 8 Runway incursion by pedestrian, towplane altered path to avoid.
- 9 Glider left wing hit by tow rope of towplane landing.
- 10 Pilot cancelled take-off due to controls not moving correctly on pre-flight check. Seat belts were improperly installed after maintenance the day before.
- 11 Front canopy opened in flight. Instructor (back seat) took control to allow the student (front seat) to close the canopy. The flight was completed without further incident. Interrupted pre-launch check was a contributing factor.
- 12 During the initial take-off roll Pawnee (with a glider on tow) door opened. Towpilot elected to abort the take-off. Both aircraft stopped without further incident.
- 13 Three light aircraft flying in formation were observed about 900 ft and overflew airfield without radio contact. Towplane in landing circuit had to make evasive turn to avoid a collision. Terminal control was alerted that morning that glider operations were being conducted.
- 14 Wing runner trips and falls during glider launch resulting in minor cuts and scraps. First time running a wing was a contributing factor.
- 15 Towplane engine runs rough and stalls during initial take-off roll, take-off was aborted. Condition repeated itself over two days when the engine was shutdown for 5-10 minutes from previous flight. Suspected vapour lock, contributing factors were an unusual heat wave (+38C) in the area over the weekend and winter blend MOGAS. A privately owned single engine airplane based on the field exhibited same symptoms. Once the heat wave broke, the condition did not repeat itself.
- 16 The lock for the rudder position release cable was found broken during DI. Cable repaired before flight.
- 17 Towplane experiences low power at about 500 ft while towing glider. The flight was abbreviated and both aircraft landed without further incident. Carburetor icing was the suspected cause, the pilot was unable to duplicate the issue. Local temperature/dewpoint conditions were within the "severe" icing probability zone.
- 18 Undocumented procedures used for runway that has not been used for some time.
- 19 Golf cart continued to move after driver exited to release

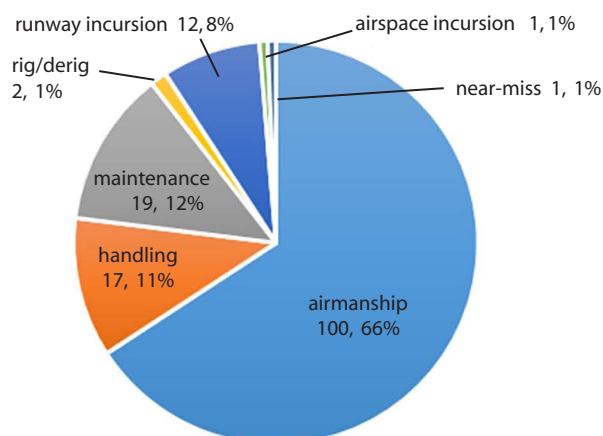
Accidents by category



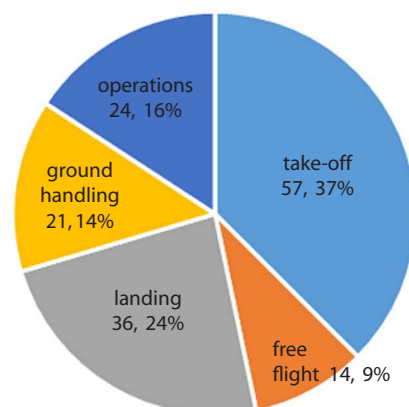
Accidents by phase of flight



Incidents by category

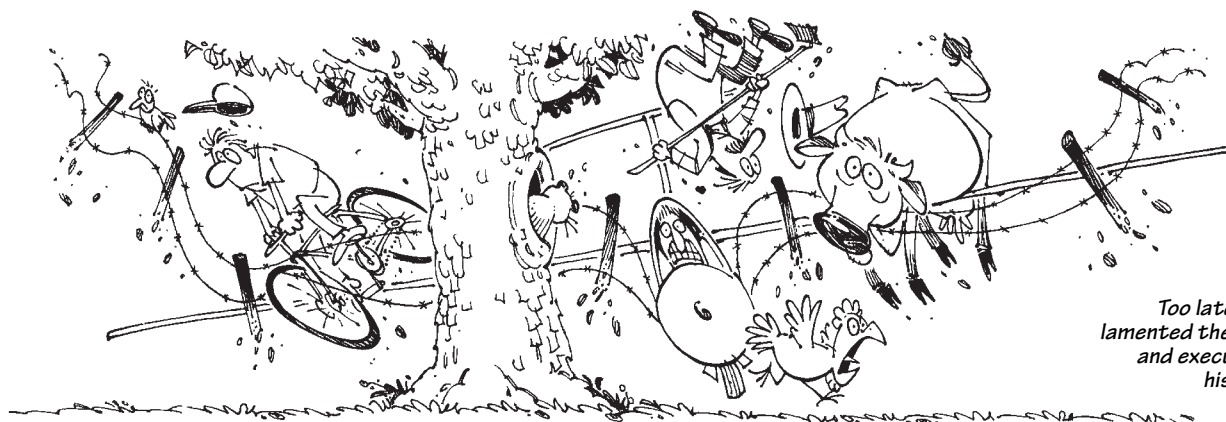


Incidents by phase of flight



- the glider in tow. Tail dolly was pressing on the throttle pedal.
- 20 Cell phones (e-mails, texting) used around aircraft, on the runway and in golf cart. All members reminded that all of one's attention is required for flight operations.
 - 21 During landing exercises, orange cone was hit by the dipping wing. The instructor reported banking was done in an effort to change heading.
 - 22 Brake found inoperative on glider during DI. Brake was repaired before flight.
 - 23 Pilots reported food particles in club gliders during the DIs, concern that this would attract rodents.
 - 24 A glider wing tip hit the rudder of another glider during ground handling. No damage.
 - 25 Glider porpoised on touchdown due to too much energy (speed) on landing.
 - 26 Spoilers open on take-off, towplane signals with rudder, instructor opts to release and return to the field. Unable to make it back to the airfield, the glider lands in a nearby field.
 - 27 Front canopy opened in flight. Student (front seat) holds canopy while instructor (back seat) flies an abbreviated flight and landing.
 - 28 A pilot revised his landing path on downwind due to a glider landing and stopping in the middle of the runway, and a towplane ready for takeoff on the runway.
 - 29 Glider on instructional flight released 1000 feet lower than planned without realizing it. After a few exercises they realized they were too low to continue and opted to land. The altimeter was set 1000 above field elevation. A low pressure in the area was a contributing factor.
 - 30 Members stated that in their opinion the parking area is too close to the side of the runway. The problem was brought to the club directors for further analysis.
 - 31 Landing gear collapsed on a heavy landing. Pilot reported misjudging the flare height, ballooned, at that point the gear unlocked and then touched down on the belly.
 - 32 Overhead canopy of towplane popped its seal on one side while in descent. Canopy was re-attached.
 - 33 Hard landing resulted in damage to skid plate. Contributing factor was a high and close circuit.
 - 34 Glider popped up on initial liftoff, pilot over-corrected, touched down again, then started climbing again. Fearing a PIO, pilot released and landed down the runway with no further incident.
 - 35 Glider turned final at 300 ft in strong winds and cross-wind conditions and landed on the runway short of the intended landing area.
 - 36 Glider executed lower than normal turn to final, landed without further incident.
 - 37 During towplane maintenance work, the ELT was inadvertently triggered. A call was made to the Area Control Center to inform them.
 - 38 Glider spoilers opened on tow. Spoilers were closed and the flight was completed without further incident.
 - 39 A guest was almost hit while a glider was rotated to position for next flight.
 - 40 Glider hit a second glider as it was being gridded behind the other glider. Neither glider was damaged.
 - 41 Tire failure on take-off. Main wheel on glider was noted to be low after previous flight and was inflated with some difficulty. The next flight was an instructional flight and during a standard walk around it seemed inflated enough. During the take-off roll the instructor felt there was something abnormal and aborted the flight. The tire was found completely deflated. The inner tube was replaced and the aircraft returned to the flight line.
 - 42 Two incidents of a knot in the tow rope not being noticed before flight making it more difficult to fix. One was close enough to the tow ring that it should have been spotted easily by runner and pilot.
 - 43 Wheel-up landing during ridge soaring week. A private plane landed wheels-up after an otherwise uneventful flight sustaining only slight superficial damage. High traffic, different circuit patterns in use, and severe turbulence causing distraction given as contributing factors.
 - 44 Towpilot reported difficulty in seeing wing runner who was using only his bare hands to signal.
 - 45 Towplane was parked overnight with the cowling only partially closed.
 - 46 Towplane brake bolts improperly torqued and missing safety wire. Rectified before next flight.
 - 47 Frayed front release cable noted during DI and fixed before flight.
 - 48 Spare set of safety pins left hanging in the same place in the cockpit where the main set is stored. This led the Duty Instructor to question whether the plane was safe to fly and to check that all the proper pins were in place.
 - 49 Tow vehicle ran out of fuel in the middle of the runway while towing a glider. This created an obstruction until a fresh can of fuel was obtained.
 - 50 A glider tie-down was destroyed by mower during grass cutting. This was the only actual damaged suffered by the club this year.
 - 51 Privately owned glider almost took off with the tail dolly attached.
 - 52 SZD-54-2 Perkoz loss of elevator control. During the take-off roll the front seat pilot reported difficulty with the elevator control. The rear seat pilot took control and completed the flight after releasing at 800 ft and landing. Front stick disconnected from the elevator control rod when the nut came undone. There was no locking device on the nut. The manufacturer has issued a Service Information Letter to owners.
 - 53 Two-seat glider released early on intro flight when passenger pulled the tow release. There was not enough runway left to land safely, so the glider landed in adjacent canola field without further incident.
 - 54 Towplane experienced engine failure at about 2000 ft due to fuel exhaustion on the ninth take-off of the day. The towplane was outside glide range to the aerodrome. The pilot landed in a canola field about 1/2 nm from the aerodrome without further incident.
 - 55 Two-seat glider was flown over maximum rear seat weight with an intro passenger.
 - 56 Glider approached at 70+ kt with full spoilers, spoilers were partially closed during the flare, glider touched down and lifted off twice. On second bounce, the spoilers were closed to stabilize and avoid airspeed decay, then spoilers eased open to normal landing on third attempt.

- 57 Pilot ballooned up after touch down and lost directional control, heading towards the hangar requiring a low level bank to correct heading to avoid collision with hangar. Glider rolled off the edge of the runway heading about 50° off the runway heading. Gustly crosswind was a contributing factor.
- 58 Wing runner on phone while glider was being towed on the ground. Driver stopped until phone put away.
- 59 Oversized drogue chute was offered for winch.
- 60 Land-out field upslope encountered that was not seen on downwind.
- 61 Gliders and towplane put away in hangar in good time while thunderstorm approached. Members then got wet helping visiting pilots derig.
- 62 Stall and cable break on winch launch. Glider recovered and landed without further incident. Request for a slower speed contributing factor.
- 63 Hard landing on a check flight at start of season. Minor damage – rudder pedal came loose.
- 64 Pre-Bronze Badge pilot allowed glider to go downwind, got low and returned to the airfield with a straight-in approach, landing on the airport property, but not the runway. Contributing factors: not familiar with SOPs for cross-country flights, relatively low time cross-country, good soaring conditions downwind, overdeveloping cu causing showers in the area.
- 65 Spoilers opened on take-off, spoilers closed and flight was completed without further incident.
- 66 A towplane flown with cowling plugs in place. One blew out, the other remained in place. The flight was completed without further incident.
- 67 Glider exceeded maximum tow speed (briefly), glider released and completed the flight without further incident.
- 68 Glider landed gear up. Student distracted due to instructional exercise of executing an abnormal circuit.
- 69 Glider spoilers opened on take-off, glider ballooned up when spoilers closed. The flight was completed without further incident.
- 70 Glider aborted take-off due to severe turbulence and landed straight ahead on the remaining runway.
- 71 Rear canopy opened at 400 ft on a solo flight. The pilot elected to continue the tow to 2000 ft, released and returned to the airfield without further incident.
- 72 Tow rope broke on tow in spite of correct procedure when turbulence was encountered, causing a slack rope.
- 73 Severe turbulence was encountered at 100 feet, negative G resulted in the passenger's seat cushion moving and partially obstructing the movement of the stick. The flight was completed without further incident.
- 74 Towplane experienced a problem with the right brake and aborted the take-off roll while both aircraft were still on the ground.
- 75 Towplane wingtip hit hangar while positioning in hangar, no damage.
- 76 Towplane with glider on tow at 250 ft unable to climb for 45 sec, caused by moderate to severe turbulence. Flight was completed without further incident.
- 77 During moderate stall practice, battery came loose.
- 78 Glider hooked up to tow rope before towplane's engine was running, not standard procedure.
- 79 Wingman gave "take up slack" signal when a glider was on short final; take-off was stopped.
- 80 Glider landed downwind to expedite the landing due to a sick passenger. Glider and towplane took off, crossing the path of landing glider. Both aircraft were in radio contact and both flights were completed without further incident.
- 81 Glider canopy opened on take-off, the pilot, distracted by the open canopy allowed the glider to balloon up causing a nose down attitude on the towplane. The pilot then dove, slack in the rope developed, and a rope break resulted. Glider landed about 300 ft into a wheat field north of the airfield.
- 82 Passenger of golf cart jumped off while in motion to retrieve hat that had blown off, fell and hit head resulting a headache.
- 83 Towplane aborted landing due to person standing on runway.
- 84 Towplane waved off glider on tow to avoid collision with a glider on free flight.
- 85 Glider released at 300 ft (rope break exercise) and turned to the field. An alternate runway was chosen due to aircraft obstructing the chosen runway. The landing glider overshot and landed in the crop beyond the end of the runway.
- 86 Glider significantly high with fast approach and flared heading straight for the observation deck and shack. Once on the ground, facing an imminent collision, the



*Too late, Percy
lamented the choice
and execution of
his final ...*

- glider took aggressive evasive action with its right wingtip missing the control shack by only a few feet.
- 87 Pilot flew a two-seater solo that he was not signed off to fly. He flew in this type for his spring check and assumed that was a type sign-off.
- 88 Low time student outlands in 9 foot high corn, making it a major challenge to locate the glider and remove it. It was a miracle that there was not more damage and that the pilot was not injured.
- 89 Solo student lands out encountering sink after electing not to risk attempting to return to the airfield. The landing was conducted successfully.
- 90 Glider landed gear up. Pilot was distracted by loud noise in flight and abbreviated the flight due to concerns that the aircraft was not properly rigged. The source of the noise was loose wing tape.
- 91 Pilot slipped while getting out of the cockpit, cracking the canopy.
- 92 FLARM flickering on/off.
- 93 Weak link retired due to the loop slipping.
- 94 Near miss while ground towing glider onto flight line.
- 95 Garbled radio transmissions.
- 96 Low tow departures on runway 07.
- 97 Low tow departures on runway 14.
- 98 Low tow departures on runway 25.
- 99 Believing the glider was released, tow vehicle moved, causing glider to almost hit another glider.
- 100 Glider wing made minor contact with hangar while towing into hangar behind golf cart.
- 101 Glider out of position on tow caused unplanned release from tow.
- 102 Glider hard landing by student with instructor.
- 103 Student performed a "soft release" that caused the rope to come near the wing.
- 104 Glider left wing dipped during initial ground run getting close to tractor on side of runway.
- 105 Parachutes left in gliders at end of day.
- 106 Glider landed gear up with no damage.
- 107 Pilot on cross-country got low in mountains out of glide range of good landing options.
- 108 Ground radio battery failed.
- 109 Booked passenger was 276 lbs, had to turn passenger away.
- 110 Tow cart crossed runway while glider was on short final.
- 111 Tow aborted at 1100 ft because of slack rope.
- 112 Glider dropped wing on take-off.
- 113 Glider grounded for low brake fluid.
- 114 Tow cart driver forgot glider was attached and pulled glider ahead before it was noticed the glider was attached.
- 115 Tow cart moved with glider still attached, pulled the glider towards another glider.
- 116 Child crossed runway unattended causing towplane to go around.
- 117 Passenger flight launched into heavy rain. While on tow they cleared the showers, they needed to fly in heavy rain again below VFR minimums to return to the field. They landed without further incident.
- 118 Glider landed out during a spring spin check. Loss of situational awareness was identified as the primary

- cause. The land-out was conducted without further incident.
- 119 Near miss with an inbound airliner (a 737). When the incident was reported to Nav Canada, it was discovered that the NOTAMs were not getting to the pilots in question, and the procedures have been updated.
- 120 Tow vehicle crossed runway, causing towplane on short final to go around.
- 121 Tow vehicle crossed runway during take-off of towplane with glider in tow during change of runway.
- 122 Glider landed with gear retracted.
- 123 Hangar rash on glider wingtip while moving glider into the hangar.
- 124 Towplane needed to abort landing due to skydiver on active runway.
- 125 Several reports of aircraft spotted transiting over the airport without making radio calls.
- 126 Glider unintentionally entered a spin during a steep turn on an intro flight.
- 127 Test flight of glider being returned to service after several years had no airspeed or vario indication.
- 128 Pedestrians were crossing the runway unattended.
- 129 Several incidents of canopies being left open and unattended.
- 130 Six separate ground handling incidents – all involved tow vehicle driver not paying attention, drivers were long time members.
- 131 Three separate launch failure incidents – low launch due to changing wind same day.
- 132 Two separate launch failure incidents – wing drop on launch.
- 133 Three separate launch failure incidents – slack rope on launch.
- 134 Hard landing by student, instructor did not intervene in time.
- 135 Gear-up landing, glider rushed circuit to get in ahead of #2.
- 136 Experienced XC pilot got low in the mountains.
- 137 Six separate in-flight incidents – details not provided.

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

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to all those presented with national honours for their contributions to Canadian soaring during 2018: Trevor Florence (twice), Sergey Skobkarev, Michel Jacques, Tanis Scott, Larry Morrow, and the Saskatoon Soaring Club. They, through their accomplishments, inspire soaring enthusiasts across the country.

BAIC Trophy – Best Flight of the Year

The BAIC Trophy is presented to the pilot who achieved the single best soaring flight within Canada. The OLC scoring system is used to determine the best flight, and the OLC year is used as the surrogate for the calendar year.

Trevor Florence – Canadian Rockies Soaring Club

Trevor achieved the best flight of the year on 25 July, earning 845.8 OLC points flying a DuoDiscus 901.9 km. He launched from the Invermere Soaring Centre, and flew legs north and south along the east side of the Columbia River Valley. His longest leg was 239 km from just north of Golden to south of Cranbrook. Trevor worked hard for this award, capturing the last exceptional day of the season and using it to full advantage spending almost nine hours on task, at an average speed of 101.9 km/hr.

Canadair Trophy – Best Six Flights of the Year

The Canadair Trophy is presented to the pilot who achieved the highest total score for six flights within Canada. The OLC scoring system is used to determine the best flight, and the OLC year is used as the surrogate for the calendar year.

Trevor Florence – Canadian Rockies Soaring Club

During 2018, Trevor garnered with the best six of his numerous excellent flights a total of 4554 OLC points. All of those six flights were flown in a Duo Discus, launching from the Invermere Soaring Centre. Details of his flights are as follows:

July 25	845.8 points	901.9 km	101.9 km/h
May 21	816.1 points	860.5 km	93.4 km/h
July 22	722.1 points	794.3 km	89.6 km/h
June 26	736.8 points	798.0 km	134.6 km/h
July 17	730.8 points	738.3 km	94.2 km/h
June 17	682.4 points	681.6 km	96.3 km/hr

It is worth mentioning that Trevor amassed a grand total of 22,832 OLC points during the 2018 OLC season. His two national trophies this year continue an outstanding record of excellence in Canadian soaring. Congratulations Trevor!

“200” Trophy – Best Six Flights by a Pilot <200 hr P1 at start of the season

Sergey Skabkarev – Vancouver Soaring Association

Sergey achieved a total of 1256.7 OLC points with the best six of his flights during 2018. All of those flights were flown in his ASW 20, four launching from the VSA home field at Hope, BC, and two launching from Valemount, BC, during the 2018 Valemount Camp.

July 14	Valemount	281.3 pts	304.4 km	17 km triangle
June 17	Hope	227.3 pts	202.3 km	158.8 km triangle
April 22	Hope	224.5 pts	210.1 km	123.0 km triangle
Sept 2	Hope	222.5 pts	203.7 km	136.7 km triangle
July 11	Valemount	157.8 pts	141.8 km	106.6 km triangle
May 5	Hope	143.2 pts	128.7 km	96.2 km triangle

Notable from the above list is the long season of good quality soaring opportunities at the VSA Hope location, and Sergey's enthusiasm to capture the good days! Sergey remains eligible for the “200” Trophy for 2019. Who will challenge him?

Stachow Trophy – Maximum Altitude (gain must exceed 5000 metres)

There was no qualifying flight for the Stachow Trophy in 2018.

Walter Piercy Trophy – Instructor of the Year

Michel Jacques – Club de vol à voile de Québec

The Walter Piercy Trophy for the Canadian soaring instructor of the year was awarded to Michel who provided eager sailplane pilots with 62 instructional flights (not counting over 60 additional flights with the Air Cadet program). He carried the duties and responsibilities of club CFI. He is also the leader behind putting in place an aerobatic section in his club; over the past 2-3 years, Michel spent his own money and time to become an aerobatic instructor under the supervision of the aerobatic flight instructor of Champlain. Speaking as one of those glider pilots reliant on instructors to pursue our soaring dreams, may I say “Thank you, Michel!”

Hank Janzen Award – Outstanding contributions to safety in soaring

Larry Morrow – Winnipeg Gliding Club

Larry has been involved with soaring at the Winnipeg Gliding Club for over 40 years, holding his current position of Safety Officer for many years. He provides his club with the full annual cycle of safety guidance including a pre-season all-pilots safety meeting, regular emails to all members on safety topics with links to relevant reading and videos, and compilation of annual incident reports for discussion at the club AGM and submission to SAC.

During the season, he quietly mentors junior members in all aspects of the club operation, and is a current instructor and tow pilot. Larry also produced a PowerPoint presentation on proper scanning techniques and vision.

Jim McCollum Award for Innovation

This new award was created in 2017 as a means to recognize those soaring club members who further the sport of soaring in their club or SAC through imaginative fundraising, organizational restructuring, or creative financing – through the sort of behind the scenes organizational and administrative contributions that otherwise go unremarked amongst the glories bestowed on the ‘hot pilots’.

Tanis Scott – Winnipeg Gliding Club

Tanis joined the Winnipeg Gliding Club in 2010 as a new student and continued with her flight training until licence stage in 2012. Within a few years of licensing, Tanis had taken on the role of Social Coordinator with a view to making monthly social gatherings more interactive and fun. She developed an “Olympic” style sporting event for after dinner fun which has run for the last four years. She has offered her house as a gathering point for the pre-season Wine and Cheese event and has gotten her husband Cam actively engaged in all club social activities.

A few years ago Tanis saw a need for some new ideas and fresh blood on the Board of Directors and was nominated and elected as one of the four Directors bringing renewed enthusiasm and challenged the old ways of doing business. To that end she engaged a few other club members and recently produced a 40-page 5-year business plan that looked at all aspects of club operation. Tanis has also taken a hard look at the club's internet based presence and has worked with the

web steward to refresh and update some aspects of the web page. The result is a more user friendly and nice looking web page with still some work to continue on.

Recently Tanis injected new momentum into the promotion of the sport, arranging, along with a few other members, various promotional events (airshows, fly-ins, outdoor sports show conventions, etc). The club has gained new students, seen an increase in members of the public coming out for Discovery Flights and a different attitude (for the better) amongst all club members. She also re-jigged the Discovery Flights offered, the club adding several upgrade options that give the public more opportunity for different flight experiences.

Tanis has become an integral member of her gliding club. She has a very positive “can-do” attitude, and has engaged many members with her enthusiasm.

Roden Trophy – Club soaring skills development Saskatoon Soaring Club

Saskatoon has done it yet again, securing the Roden Trophy for the third year in a row by actively promoting formal recognition of soaring skills development amongst their members. The club generating a Roden score of 121. Their fourteen members were awarded 3 A, B, or C badges and 7 Silver Badge legs flown.

Congratulations to Saskatoon for trying hard and achieving great results. Now, surely some other Canadian club will take on the challenge of unseating the champions in 2019!

Records An additional duty to my position as SAC Historian and Trophies chairman, I now also maintain the table of current Canadian soaring records. They are posted here current to the end of 2018.

WEB SITE – Patrick McMahon

The 2018 calendar year was the first full year with my responsibility for the content on the Association’s web properties – the Association’s web page, Twitter profile, and the first full year of managing the Facebook page (by the end of 2018 it was clearly the most popular platform, with more and more clubs using the platform to tell their story).

Activity with respect to updating the web site was driven by member submissions, specifically updated resources including records, owners of gliders in Canada, and similar reference documents. A member of Toronto Soaring Club asked that records of badges and badge legs be shared to provide the recognition pilots earned and deserved as this content would be distributed within *Free Flight*, which appears to be on permanent hiatus.

The Association web site was affected by a sustained DDOS attack in the fall which required some contact forms to be temporarily disabled. Site security was not compromised, and all functional components have been restored. If broken links are identified through member use, please inform the

web editor to resolve these issues. I would like to thank the back-end support team for maintaining the technical components of the site.

Efforts to translate more of the web content started and stopped when technical challenges and expectations were misaligned. This remains a goal of the Association, but continues to create unexpected challenges and, as a project, is more daunting than anticipated.

I thank the ‘social media’ contributors of many clubs which are utilizing their platform of choice to share content from their respective clubs. When identified as content supporting soaring in Canada, the Association’s profiles typically ‘amplify’ the content by sharing it and adding an additional comment/quip to differentiate the content in various feeds of users – if you find the comments unwelcome, please inform me and content will be shared as a re-post only.

The goal remains to use the Association’s profiles to showcase gliding activity from coast to coast. By showcasing a vibrant mosaic of activity across Canada, a potential member in Winnipeg might see intriguing content from Vancouver Soaring Association and compel them to find the club nearest to them. Please continue to share photos, videos, updates, and events on the platform you’re most comfortable with. If you’re not seeing your content re-shared on Facebook, please reach out, and on Twitter either mention the Association’s @canglide or the #canglide hashtag.

The most popular post by far was one shared by the Association which introduced the audience to the unique hangar design built at Cu Nim Gliding Club and the intention a member of the club had to fly his self-launching glider throughout the winter. Other popular posts are first solo photos which always attract interest as they showcase to the uninformed that success in gliding is attainable, while some posts on large cross-country flights seem alien to the audience that is best to target – the interested public, not necessarily existing glider pilots. Of course, how any club tells their story (if at all) is up to them.

Please share your ideas with me if you see an opportunity to improve the web site, or the manner and type of content that is shared through the social profiles.

Have a safe, fun, and social 2019 flying season,

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE						
SPEED, ▲ (km/h)															
3.1.6b 100 km	Tim Wood	183.3	2012	Tim Wood	183.3	2012	Tim Wood	172.3	2012	Tracie Wark	105.0 C	2003	Dave Marsden (Malcolm Jones)	98.1 T	1975
	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8	2015	Tracie Wark	99.9 C	2002	Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 200 km	Michael Stieber (Thomas Stieber)	150.6 C	2015	Jörg Stieber	139.2 C	2017	Jörg Stieber	127.4 C	2017				Dave Springford (S Pejic)	91.6	2017
	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	99.1	2001	Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 300 km	Michael Stieber (Thomas Stieber)	150.6 C	2015	Jörg Stieber	139.2 C	2017	Jörg Stieber	127.4 C	2017				Dave Springford (Sacha Pejic)	91.6	2017
	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	95.0 C	2002	Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 400 km	Jerzy Szemplinski	113.9 T	2016	Walter Weir	105.7 T	1991	Chris Gough	98.4 T	2015	Tracie Wark	112.9 C	2006	Dave Springford (Sacha Pejic)	91.6	2017
	Peter Masak	151.2 C	1985	Jörg Stieber	139.2 C	2017	Jörg Stieber	127.4 C	2017				Thomas Stieber (Joerg Stieber)	133.3 C	2015
3.1.6b 500 km	Willi Krug	108.8 T	1982	Willi Krug	108.8	1982	Chris Gough	98.4 T	2015				Thomas Stieber (Joerg Stieber)	133.3 C	2015
	Thomas Stieber (Joerg Stieber)	133.3 C	2015				Spencer Robinson	103.6 C	2003				Thomas Stieber (Joerg Stieber)	133.3 C	2015
3.1.6b 1000 km	Thomas Stieber (Joerg Stieber)	133.3 C	2015	Peter Masak	106.5 C	1987	not claimed			not claimed			Thomas Stieber (Joerg Stieber)	133.3 C	2015
SPEED, GOAL (km/h)															
SAC 100 km	Tim Wood	180.3 T	2012	Tim Wood	180.3	2012	Tim Wood	169.5	2012	Tracie Wark	106.4 C	2002	Trevor Florence (N Marsh)	105.1 T	2000
	Rolf Siebert	183.7 C	2004										Michael Stieber (Thomas Stieber)	182.2 C	2015
SAC 200 km	Nick Bonnière	131.2 T	2010	Tim Wood	128.2 T	2008	Nick Bonnière	115.4 T	2010	Tracie Wark	129.1 C	2000	Dave Springford (Sacha Pejic)	97.1 T	2017
	Michael Stieber (Joerg Stieber)	154.3 C	2015	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010				Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 300 km	Tim Wood	128.2 T	2008	Tim Wood	128.2 T	2008	Tim Wood	112.8 T	2008	not claimed			Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010						
SAC 400 km	Tim Wood	92.7 T	2010	Tony Burton	81.5 T	1990	Adam Zieba	142.5 C	2010	not claimed			Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010									
SAC 500 km	Dave Marsden	97.1 T	1970	Tim Wood	93.3 T	2014	Adam Zieba	142.5 C	2010	not claimed			not claimed		
	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010									