

SOARING ASSOCIATION OF CANADA

**2022 ANNUAL REPORTS
& 2023 AGM MINUTES**



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MINUTES OF THE 2023 SAC AGM

25 March – Canadian Aviation & Space Museum, Ottawa

recorded on *Howspace* <https://sac-agm.in.howspace.com/welcome>

Introduction: Sylvain Bourque, AGM chairman

The 78th Annual General Meeting of SAC opened at 10:30 EST with 59 members present. The meeting was called to order at 10:35 and a quorum was declared with 100% of the available votes represented through delegates with proxies and by individuals present.

Motion #1 *The proposed 25 Mar 2023 SAC-ACVV AGM agenda be accepted.* Moved by Jason Acker, seconded by André Pepin.
passed, 0 against

Motion #2 *The minutes of the 19 Mar 2022 SAC-ACVV AGM be accepted.* Moved by André Pepin, seconded by Jay Allardyce.
Passed, 0 against

Presentation of Reports

President's Report – Sylvain Bourque

Many long-time volunteers to SAC that have stepped down this year were recognized.

Update on our culture of safety including the incorporation of FLARM into our fleet and the now-continuing *Instructor Development and Safety Grant* with annual allotments. See the complete report on page 5.

Zone Directors Election Results – Tom Coulson, Election Officer, presented the results of the Zone Director elections for this year.

- **Sylvain Bourque** – Eastern Zone – AVV Champlain – reelected
- **Stan Martin** – S. Ontario Zone – Toronto Soaring – elected
- open position – Pacific Zone

FTSC Report – Jason Acker for Dan Cook

Dan Cook is stepping down as the chairman after 28 years involved in different positions with FTSC. Instructor training is a priority for many clubs and FTSC has been rolling out the e-Learning opportunities through *HowSpace*. Clubs are encouraged to identify mentors who can work with FTSC regional representatives to get more instructors through the materials. Recruiting past cadet youth instructors is one area that is being explored. FTSC has been exploring the development of an AoA / stall warning device for gliders and is looking for members to help support this initiative. The FTSC has undertaken the review and update on all of the SAC training materials; the **SOAR** manual (v11) is the priority for 2023. See a complete report on page 27.

Safety Report – David Donaldson

Average 5 year mortality in Canada is on a declining trend and is a credit to the efforts of instructors. However, while Canada has a mortality of 0.83/1000 members, Norway has a fatality of 0.1/1000 members. There was a fatality in 2022. TSB found the elevator was not connected. Airmanship is our greatest cause of mortality and opportunity to improve upon. Increased near misses in the past two years despite fewer reports in the past year. Some with commercial aircraft and one appeared in news media which drew attention to our sport. We cannot hide.

Working on a more live safety reporting and sharing system rather than waiting to hear of issues at the end of the year, can keep current as they occur and benefit us to learn of them during the season. See a complete report on page 33.

Sporting Committee – Jay Allardyce for Joerg Stieber.

Recap of the 2022 Canadian National Soaring Contest with impressive speeds, altitudes, and distances for the tasks. Clearly it was the best national contest ever. Upcoming contests including the rise of virtual soaring with Condor Soaring Simulator. See a complete report on page 31.

Treasurer (2022 Financial Statements and 2023 budget) –

Jay Allardyce

- End of carry-over for Safety Grant program to avoid ballooning claims and allow for more predictable budgeting.
- Question about deposits into the various funds such as the Pioneer fund was answered with there being no donations to the Pioneer fund in recent history. These donations are eligible for Tax Receipt and deduction status for estate or annual tax planning. Donations are welcome. Management of funds is with *BMO Nesbitt Burns*.
- Expense list includes website and *free flight* and question about the activities planned for strengthened communication from SAC.
- The Instructor and Safety Improvement program will continue annually with no carry-over in unclaimed amounts. Larger claims can be made in a given year and the balance claimed in following years.
- Changes to the Youth Bursary – no longer as limited, and no longer requiring matching funds from the clubs.
- Membership fees will remain unchanged for 2023.
- Reviewed the insurance program funding to the FTSC \$10,000 per year, and the drop in mortality that happened as a direct result of this program.

See a complete report on page 24.

Motion #3 *The acceptance of 2022 financial statements.*
Moved by Jean Lapierre, seconded by George Szukala.
Passed, 0 against

Motion #4 *The 2023 budget with its associated membership fee schedule be accepted.* Moved by Roger Hildesheim, seconded by George Valade.
Passed, 0 against

Motion #5 *The Frouin Group be appointed to audit the 2023 SAC financial statements.* Moved by Andre Pepin, seconded by Sylvie Tardif.
Passed, 0 against

Motion #6 *The activities and decisions of the SAC-ACVV Board for 2022 be approved.* Moved by George Domaradzki, seconded by Serge Valade
Passed, 0 against

Awards presentation for 2022 – Bruce Friesen
See the complete report on page 40.

Motion #7 *The meeting be adjourned.*
Moved by Tom Coulson, seconded by André Pepin.

The meeting adjourned at 12:10.

Recording Secretary, **Pavan Kumar**



SAC BOARD OF DIRECTOR & ZONE REPORTS

PRESIDENT – Sylvain Bourque and Safety Director

The Soaring Association of Canada had a good year in 2022. Since the pandemic (2020), our membership has stabilized at an average of almost 900 members. The average for the ten years prior to the pandemic was 1000. You will see in our financial report that we have also achieved a comfortable financial stability for several years that we are now enjoying. The different funds created by visionary directors have accumulated capital since the 80's that makes them self-sufficient. These different funds stimulate our sport through the 24 Canadian gliding clubs and more specifically since 2015 with our safety promotion program.

If you ask yourself what SAC is doing for you, or if you wonder where the SAC annual membership fee goes that you are giving every year, I invite you to read our annual financial report. The SAC membership fee is tax deductible since we are a RCAA member and can issue official donation receipts. In 2015, SAC was audited by the CRA. Except for a few corrected details, our Canadian amateur athletic association (RCAA) is administered in accordance with the CRA rules. This is very reassuring for an organization run by volunteers. It is also very reassuring to have devoted directors on our board.

We are also accepting donations that are tax deductible to any of our three funds: the Pioneer Fund (for general purpose), Wolf Mix Fund (Canadian team participation in FAI World Soaring Championships), and the Air Cadet / Youth fund (soaring training bursaries for youth members). These funds stimulate our sport in Canada through its clubs. The Pioneer Fund, created by visionary directors, has grown since 1980 to a level that makes it possible to keep membership fees low. That is also why our membership fees dropped from \$120 to \$80 several years ago and no increase is needed this year. The Pioneer Fund also allowed us to give the 2020 SAC membership fees back in order to help clubs in these difficult times. For more info on these funds, look at the sac.ca website, SAC / Programs section. You will also see in this report more details on some of these SAC programs:

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

The SAC Safety Improvement Program that was in place from 2015-2017 and 2020-2022 was recently renewed indefinitely by SAC Directors. SAC is committing up to \$40,000/year in a

program to enhance safety in clubs, including instructor initial training, refresher sessions and class upgrading. This money will come in the form of direct grants to all clubs, shared on a pro-rata basis starting with a minimum grant level of \$1000 available to our smallest clubs, which was \$500 in the 2015-2017 program. The FTSC will prepare a list of eligible expenditures under the program that will include anything related to instructor training or safety enhancements. For more information, please visit our sac.ca website.

Unfortunately, in 2022 we tragically lost one of our experienced glider pilot friends from the Southern Ontario Zone. Unfortunately in 2017 and 2016, we lost two of our glider pilot friends from the Quebec region, each in a stall/spin to the ground. The same accident happened in 2013 in the Ontario region in an outlanding at the Nationals. Unfortunately, there was a double fatality in a glider in Canada in 2019, killing an instructor and a student pilot in a midair collision involving a Cessna 182 towplane and an ASK-21. The towplane pilot was able to land after the collision. The TSB report on this tragedy is available on <http://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html> Spin/stall at low altitude with impact with the ground continues to be the main reason for fatal accidents in recreational aviation.

Thirty-three Canadian glider pilots lost their lives in gliding over the last 34 years, seven in the last ten years. All these fatal accidents were catastrophic for the family, friends and for the members of these clubs. Due to the gravity of these fatal accidents, we can't ignore them. This is why we put so much importance to making sure all SAC members raise their awareness to the highest level and protect themselves and their fellow pilots from repeating these tragedies. We all need to be concerned about the risks related to our sport. Take a moment to have a thought for them, their friends, spouse, kids, mother, father and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself. Remember that our sport is not without serious risks that can become tragic. Stall/spin to the ground continues to be our main fatal accident category. 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? Fortunately, we had no glider pilot fatality in 2021 and 2020. Same for five of the last ten years, and 16 of the last 34 years, so in 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 and from 1993 to 1998.

For 2022, SAC clubs reported 182 incidents and 11 accidents, with two gliders and one towplane written off. Our last 10-year average is 9.5 accidents per year and 0.83 fatality/1000 pilots per year. Norway has a fatality rate of 0.1 fatality/1000 pilots per year! This is due to their Safety Culture with centralized instructor training (two weeks) and clubs operating under central authority of their Soaring Federation through their Civil Aviation

Authority. Our statistics suggest that one of our club members could die gliding this season and eleven may either seriously damage their gliders or be injured if we don't raise our safety and self-discipline level. Let's all work towards that necessary emphasis on safety.

Instructors and experienced pilots seem more at risk if we look at the statistics. Next season, have this in mind on every flight. Do you know the altitude required to get out of a spin in the glider that you fly? The average altitude under which you will be unable to get out of a spin is about 550 feet. The turn from the base to final is therefore the place most likely to go into a deadly spin. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process is anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, the same mistakes seem to be repeated in clubs. We have to learn from the mistakes of others because life is too short to make them all ourselves.

Have you read the SAC National Safety Program available on the SAC website, in the document / Safety and Training section? Does your club follow it and include it in your Operations Manual? Is it being updated on a regular basis? Are you doing a Safety Audit on a regular basis (every three years)? Recency is very important as much as the total experience. Winter is our worst enemy as it lowers our currency. Fly often during soaring season, more than once a month, or at least do a circuit with an instructor before flying if you have doubts. Be vigilant in 2023 because many of us have low recent flying time and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your log book and compare the flight time you did recently with the previous years to see if you are at risk.

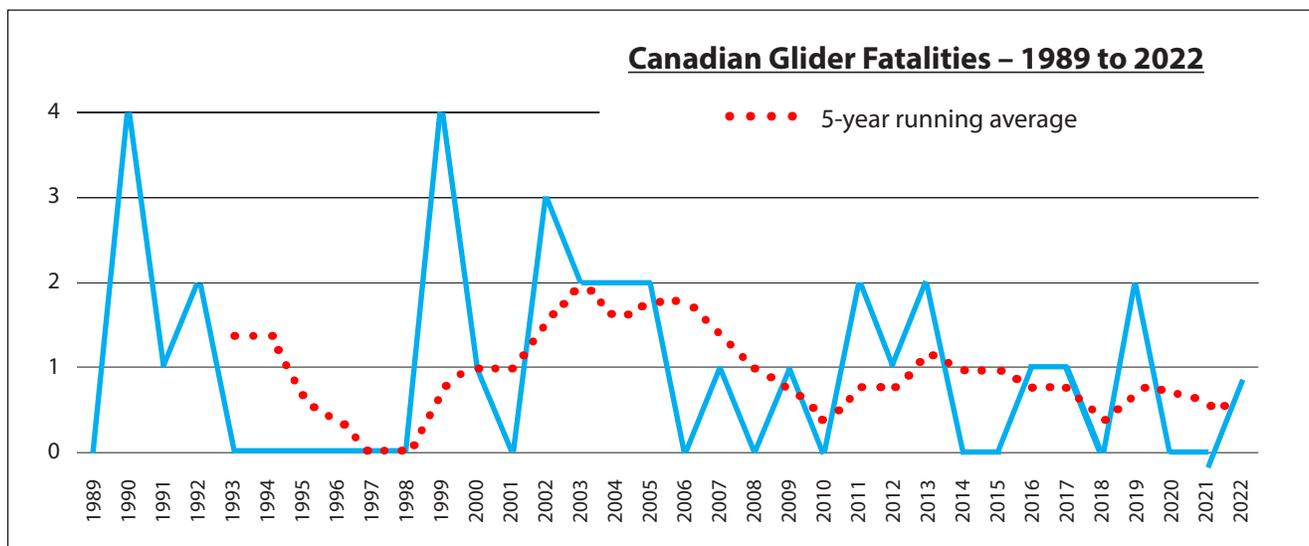
I hope you all know using FLARM is one of the good ways to significantly improve safety and mitigate fatal midair accidents. It is a proven device and a very good investment for your safety. We are told that more than 273 FLARM units were used in 2022

in SAC clubs. Depending on the value of the glider, the Power FLARM pays for itself in 7-12 years when you insure with the SAC plan because of the 5% rebate on insurance premiums you receive every year. This 5% return available since 2015 has reimbursed the cost of purchasing several FLARMs. A Power FLARM costs around \$2500 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club to take action. Please let my first words from next year's report be, none of our friends died in a glider in Canada in 2023.

Now on a better note, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I want to thank all these volunteers for their hard work with SAC. I would like to specifically thank Dan Cook, chairman of the Flight Training and Safety Committee who, along with our National Safety Officer David Donaldson, have done a tremendous job creating an online instructor training/refreshment platform with *Howspace*. This initiative significantly improves safety in our sport by supporting the training of our instructors.

Many of our long time volunteers involved in the organization of our sport are stepping down from their position. Dan Cook is stepping down of the FTSC committee after 28 years of volunteer work and on improving safety in our sport and involved internationally on the OSTIV committee. I want to take this opportunity to thank Dan for all his efforts and involvements to our sport. Two other members of the FTSC are also stepping down – thank you also: Daniel Leduc represented the East zone for the last two years and John Toles is stepping down after eleven years on the FTSC as the Prairies Zone Representative.

David Collard, who had taken care of the Youth Bursary Program since its beginning in 2009, passed away peacefully on 3 March 2023 after a brief battle with cancer. The program will now be taken over by the National Office. Lastly, Walter Weir stepped down as the Badge chairman after having that duty since 1992, and is now replaced by Chris Gough.



The Pacific and Southern Ontario Zone Directors are not running for re-election. The Board wants to thank Paul Parker for his involvement with the SAC Board as the Southern Ontario representative for the last five years, and to Bruce Friesen as the Pacific Zone Director after seven years on the Board.

PRESIDENT – Sylvain Bourque
et Directeur de la sécurité

L'Association Canadienne de vol à voile a vécu quand même une bonne année 2022. Depuis la pandémie (2020), nos adhésions se sont stabilisées à près de 900 membres en moyenne par année. La moyenne des dix années précédentes la pandémie est de 1000 membres. Vous verrez dans notre rapport financier que nous avons aussi atteint depuis plusieurs années une stabilité financière confortable que nous profitons maintenant. Les différents fonds créés par des Directeurs visionnaires ont cumulé depuis les années 80 un capital qui les rend autosuffisants. Ces différents fonds stimulent notre sport par l'entremise des 24 clubs de planeur Canadiens et plus spécifiquement depuis 2015 avec notre programme de promotion de la sécurité.

Si vous vous demandez ce que l'ACVV-SAC fait pour vous, ou si vous vous demandez où vont les frais d'adhésion annuels que vous versez chaque année, je vous invite à lire notre rapport annuel. Les frais de cotisation de 80\$ sont déductibles d'impôt, car nous sommes une association de sport amateur enregistré comme donataire reconnu, ce qui nous permet d'émettre des reçus officiels de dons. Il est important de noter que nous avons été audités par Revenu Canada en 2015. Notre Association canadienne de sport amateur est administrée selon les règles de Revenu Canada. Nous sommes en mesure d'accepter des dons pour l'un de nos trois fonds: le fonds Pioneer (à des fins générales), le fonds Wolf Mix (participation de l'équipe canadienne aux Championnats du monde de vol à voile FAI) et le fonds des cadets de l'Air / Jeunesse (bourses de formation pour les jeunes pilotes). Ces différents fonds stimulent notre sport par l'entremise des 24 clubs de planeur canadiens grâce au fonds Pioneer créé dans les années 80 par des directeurs visionnaires, ce fond a cumulé un capital qui le rend autosuffisant dans le but de combler les besoins financiers malgré une baisse du nombre de cotisations au fil des ans. Voici pourquoi nos frais de cotisations ont diminués de 120\$ à 80\$ il y a plusieurs années et qu'aucune augmentation ne soit nécessaire cette année. Notre fonds Pioneer nous a aussi permis de retourner les cotisations aux clubs en 2020 et de garder cet argent afin de les aider dans ces moments difficiles. Pour en savoir plus sur ces fonds, consultez le site Web sac.ca, section SAC-AVVC / Programmes. Vous trouverez également dans ce rapport plus de détails sur certains des programmes de l'ACVV-SAC :

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

- Subvention pour la formation des instructeurs et l'amélioration de la sécurité des clubs

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

Malheureusement en 2022 nous avons perdu de façon tragique un de nos amis pilote de planeur expérimenté de la zone du sud de l'Ontario. Malheureusement en 2017 et 2016, nous avons également perdu de façon tragique deux de nos amis pilotes de planeur de la région du Québec. La même situation d'accident mortel causé par une vrille/décrochage s'est produite aussi en 2013 dans la région de l'Ontario lors d'une vache aux nationaux. Malheureusement deux de nos amis pilotes de planeur canadiens sont décédés en planeur en 2019, tuant un instructeur et son élève-pilote lors d'une collision en vol impliquant un avion-remorqueur Cessna 182 et un planeur d'entraînement ASK-21. Le pilote de l'avion-remorqueur a pu atterrir par la suite. Un rapport du BST sur cette tragédie est disponible au <http://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html> La vrille/décrochage à basse altitude avec impact avec le sol continue d'être la raison principale d'accidents mortels de l'aviation de loisir.

33 pilotes de planeur membres de notre association sont décédés en planeur au cours des 34 dernières années, dont 7 lors des 10 dernières années. Ces tragédies sont une catastrophe pour la famille, les amis et les membres de tous ces clubs. Étant donné la gravité de ces accidents, nous ne pouvons le laisser passer sous silence. Voici pourquoi nous insistons sur l'importance de sensibiliser tous les membres de l'ACVV-SAC qu'une vigilance particulière doit être de mise afin d'empêcher ces tragédies d'arriver. Vous devez tous vous sentir concerné. Prenez un moment pour avoir une pensée pour eux, leurs amis, conjoints, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui d'entre nous l'an prochain, un membre de votre club, un grand ami ou même peut-être vous. Rappelez-vous que notre sport n'est pas sans risques qui peuvent devenir tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité de notre activité. Quelle sera votre implication personnelle et des membres de votre club afin d'améliorer votre sécurité et celle de tous ? Heureusement, nous n'avons eu aucun décès en 2021 et 2020. Ce fut aussi le cas lors de 5 des 10 dernières années ainsi que de 16 des 34 dernières années, soit en 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 et de 1993 à 1998.

En 2022, les clubs de l'ACVV-SAC ont rapportés 182 incidents ainsi que 11 accidents, dont deux planeurs et un remorqueur qui

son pertes totale. Nous avons des statistiques des 10 dernières années de 9.5 accidents/ an et 0.83 pilote tués / 1 000 pilotes par année. La Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Cela est dû à leur culture de la sécurité où la formation des instructeurs est centralisée (deux semaines) et les clubs fonctionnant sous l'autorité centrale de leur fédération nationale de vol à voile sous l'autorité de l'aviation civile. Nos statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. Onze pilotes pourraient endommager sérieusement leur planeur et se blesser gravement si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Travaillons tous pour mettre l'accent sur la sécurité.

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

Avez-vous pris connaissance du programme national de Sécurité (SAC National Safety Program) disponible sur notre site Internet www.sac.ca, dans la section document / safety and training ? Est-ce que votre club y a adhéré et adapté son manuel d'exploitation ? Est-ce qu'il a été mis à jour sur une base régulière ? Faites-vous des audits de sécurité périodiques (trois ans min.) ? L'expérience récente est très importante, autant que l'expérience totale. L'hiver est notre pire ennemi, diminuant drastiquement notre expérience récente. Il nous faut voler régulièrement en saison, soit plus d'une fois par mois en saison. Il ne faut pas se gêner pour faire un vol avec un instructeur si on a le moindre doute. Soyez vigilant en 2023, car avec les dernières saisons ordinaires que la majorité d'entre nous avons eues, la faible expérience récente (des 12 derniers mois) peut nous rendre à risque d'avoir un incident ou accident. Analysons chacun nos carnets de vol et comparons nos vols faits récemment avec les années précédentes afin de voir si on est à risque.

J'espère que vous savez tous que FLARM est l'un des bons moyens d'améliorer considérablement la sécurité et d'atténuer les accidents mortels en vol impliquant des planeurs. (flarm.com) Une façon prouvée très efficace est d'investir dans l'achat d'un Power FLARM. On nous rapporte que plus de 273 unités FLARM furent en fonction en 2022 dans nos clubs canadiens. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC et recevez un retour de 5% par année sur les primes d'assurances. Ce retour

de 5% disponible depuis 2014 a permis de rembourser le coût d'achat de plusieurs FLARM canadiens. Aussi, un programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs canadiens à promouvoir des initiatives liées à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un Power FLARM ou de toute autre dépense qui améliore la sécurité à votre club. Un Power FLARM coûte environ 2 500\$, alors votre vie vaut combien ? Posez cette question à votre famille ! N'attendez pas un accident par abordage en vol pour prendre action. J'espère que mon prochain mot du président débutera par : « Heureusement, aucun de nos amis pilotes de planeur canadien est mort en planeur en 2023. »

Maintenant sur un ton plus positif, nous sommes privilégiés d'être entourés par une équipe extraordinaire de directeurs, de directeurs des comités et de ses membres ayant tous des compétences professionnelles diverses avec de l'expérience aéronautique complémentaire. Je profite de l'occasion pour remercier tous ces volontaires pour leur travail acharné pour l'ACVV-SAC. J'aimerais remercier plus spécifiquement Dan Cook, président du comité de formation en vol et de sécurité qui avec la collaboration de notre agent de sécurité national David Donaldson ont fait un travail formidable en créant une plateforme de formation/rafraichissement des instructeurs en ligne avec Howspace. Cette initiative améliore significativement la sécurité dans notre sport en supportant la formation de nos instructeurs.

Plusieurs de nos bénévoles de longue date impliqués dans l'organisation de notre sport se retirent de leur poste. Dan Cook se retire du comité FTSC après 28 ans de travail bénévole de l'amélioration de la sécurité dans notre sport. Il était également impliqué au niveau international dans le comité OSTIV dans le passé. Merci Dan pour toute votre implication dans notre sport. Deux autres membres du FTSC se retirent également. Je veux profiter de cette occasion pour les remercier également. Daniel Leduc qui a représenté la zone Est pendant les deux dernières années. John Toles se retire également après avoir siégé pendant 11 ans au FTSC en tant que représentant des Prairies.

David Collard, qui s'occupait du programme de bourses pour la jeunesse depuis son lancement en 2009, est décédé paisiblement le 3 mars 2023 après une brève bataille contre le cancer. Le programme sera désormais pris en charge par le bureau national.

Les directeurs des zones du Pacifique et du Sud de l'Ontario ne se représentent pas. Le conseil d'administration souhaite remercier Paul Parker pour sa participation au conseil d'administration de l'ACVV-SAC en tant que représentant du sud de l'Ontario au cours des cinq dernières années. Le conseil d'administration souhaite également remercier Bruce Friesen en tant que directeur de la zone Pacifique après sept ans au sein du conseil.

Zone Directors

Every year, half of our six SAC directors are up for election. The Eastern Zone Director was re-elected. Stan Martin from Toronto Soaring club has been elected as the new Southern Ontario Zone Director. Welcome aboard Stan! The Pacific Zone Director position is still open at the time of writing. The members of the Board of Directors are:

Chaque année, trois de nos six directeurs de l'ACVV-SAC sont en élection. Le directeur de la zone Est a été réélu. Stan Martin du club Toronto Soaring a été élu comme nouveau directeur de la zone Sud de l'Ontario. Bienvenue à bord! La position de directeur de la zone Pacifique est toujours vacante au moment d'écrire ces lignes.

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

Sylvain first flew a glider in 1994 with AVV Champlain, involved as instructor, tow pilot and with the treasury. He also holds a CPL-A IFR and an advanced drone pilot certificate with a flight reviewer rating. He also is an aeronautical radio examiner and an authorized person for glider licensing. He is proud to be part of this board which has such a wide variety of backgrounds and a huge involvement in the soaring community.

Sylvain a commencé à piloter des planeurs en 1994 avec l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, le remorquage et en tant que trésorier de club. Il détient aussi une licence de pilote professionnel d'avion (CPL-A) IFR et un certificat de pilote de drone avancé avec annotation d'évaluateur de vol. Il est également examinateur radio aéronautique et agent autorisé pour les licences planeur. Il est fier de faire partie de ce conseil d'administration composé de gens de tous les horizons qui sont très impliqués et qui représentent bien les intérêts de la communauté vélivole.

George Domaradzki – Eastern Ontario Zone Director since 2014 and Vice-President since 2016

George has been flying gliders since 1998 and is an instructor since 2004. He is currently president and, until recently, was Chief Flight Instructor of Rideau Valley Soaring. He also coordinates the Ottawa area glider pilot ground school and has given theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instruction. George has been retired since 2013, enabling him to carry out more flying and instruction during the weekdays. George has been actively promoting gliding in the Ottawa area and is pleased to see a steady increase in membership at Rideau Valley Soaring.

George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et jusqu'à récemment chef instructeur de Rideau Valley Soaring. Il coordonne les cours théoriques de pilote de planeur pour la région d'Ottawa et a donné diverses présentations théoriques. George est le fier propriétaire d'un ASW-20 qu'il vole chaque fois qu'il n'est pas prévu pour l'instruction. Il a pris sa retraite du gouvernement fédéral en 2013, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine. George est actif à promouvoir le vol à voile dans la région d'Ottawa et est heureux de voir une augmentation constante du nombre de membres de Rideau Valley Soaring.

Stan Martin – Southern Ontario Zone Director as of 2023

Like many, I dreamed of flying from an early age. After college I got my chance and took power lessons at Maple Airport. In 1978 I was invited to take my motorcycle for a destination ride to a glider club (York Soaring). I knew nothing of gliding, but after my first ride I was hooked. I left gliding for university and did not get back to it until the late 80's. I joined Erin Soaring in 89. There I became an instructor and eventually president. In 2002 we merged Erin Soaring with York Soaring. I served on

York's Board and as president for three years. My club is now Toronto Soaring. I fly a Mini-Nimbus and a Twin Lark. I have flown many other glider types, participated in Regional, National and Pan-American competitions. I've organized wave camps at Sugarbush Soaring in Vermont. I also organize in Florida for winter destination opportunities by staging York equipment at Seminole Gliding. There it is flown by other regional clubs as well as York members.

Comme plusieurs, j'ai rêvé de voler dès mon plus jeune âge. Après l'université, j'ai eu ma chance et j'ai pris des leçons de vol à moteur à l'aéroport de Maple. En 1978, j'ai été invité à prendre ma moto pour une balade à destination d'un club de vol à voile (York Soaring). Je ne connaissais rien au vol à voile, mais après mon premier vol, j'étais accro. J'ai quitté le vol à voile pour l'université et je ne l'ai repris qu'à la fin des années 80. J'ai rejoint Erin Soaring en 89. J'y suis devenu instructeur et finalement président. En 2002, nous avons fusionné Erin Soaring et York Soaring. J'ai siégé au conseil d'administration de York Soaring et j'en ai été le président pendant trois ans. Mon club actuel est Toronto Soaring. Je pilote un Mini Nimbus et un Twin Lark. J'ai piloté de nombreux autres types de planeurs et participé à des compétitions régionales, nationales et panaméricaines. J'ai organisé des camps d'ondes à Sugarbush Soaring dans le Vermont. J'organise aussi la possibilité de voler en planeur en Floride comme destination hivernale, en entreposant l'équipement de York à Seminole Gliding. Là, il est piloté par d'autres clubs régionaux ainsi que par des membres de York.

Jay Allardyce – Prairie Zone Director since 2012 and Treasurer since 2018, and SAC Secretary from 2014 to 2017

Also served as SAC Secretary from 2014 to 2017 Jay began hanging around the airfield at the age of seven and started taking lessons as soon as he was able to reach the rudder pedals. He has been flying gliders since 2001 and is particularly passionate about cross-country soaring. He is the CFI and a tow pilot at the Winnipeg Gliding Club. He has flown in several soaring competitions and was the junior OLC champion for Canada for several seasons. Jay owns a share in an ASW-19 with two partners and enjoys flying cross-country whenever possible. To fund his addiction, Jay works as an aviation consultant. He enjoys playing hockey and golf when he can't be in the air.

Jay a commencé à traîner autour de l'aérodrome à l'âge de sept ans et commença des leçons de pilotage dès qu'il était capable d'atteindre le palonnier. Il pilote des planeurs depuis 2001 et est particulièrement passionné du vol sur la campagne. Il est le chef instructeur et pilote de remorqueur au Winnipeg Gliding Club. Il a participé à plusieurs compétitions de vol à voile et a été pendant plusieurs saisons le champion junior OLC au Canada. Jay possède une part d'ASW-19 avec deux partenaires et aime faire des vols voyages lorsque possible. Pour financer sa passion, il travaille en tant que consultant aéronautique. Quand il n'est pas dans les airs, il aime jouer au hockey et au Golf.

Pavan Kumar – Alberta Zone Director and Secretary since 2019

Pavan first came to soaring as a tow pilot for the Saskatoon Soaring Club in 2011. He was lured into a glider when SSC acquired an L-23 Super Blanik then completed the flight instructor training with John Toles via simulator. After a season of instructing moved to Lethbridge, Alberta in fall 2013 where he was the first CFI of the newly formed Lethbridge Soaring

Club for seven years. In 2021 Pavan joined the Edmonton Soaring Club where he completed the Glider Aerobatic Instructor rating with Gary Hill. He currently owns a DG400 in which he completed a Diamond badge in the Columbia Valley with Tim Wood in 2014. Pavan tasted his first contest in 2022 and plans to fly cross-country and aerobatics in the coming 2023 season.

Pavan s'est initié au planeur en 2011 en devenant pilote remorqueur pour le Saskatoon Soaring Club. Il a été attiré par un planeur lorsque SSC a acquis un L23 Super Blanik puis a complété la formation d'instructeur de vol avec John Toles en simulateur. Après une saison d'instruction, il a déménagé à Lethbridge (Alberta) à l'automne 2013 où il a été le premier CFI du tout nouveau Lethbridge Soaring Club et ce pendant sept ans. En 2021, Pavan a rejoint l'Edmonton Soaring Club où il a obtenu la qualification d'instructeur de voltige sur planeur avec Gary Hill. Il possède actuellement un DG400 avec lequel il a obtenu un insigne de diamant dans la vallée de Columbia avec Tim Wood en 2014. Pavan a goûté à sa première compétition en 2022 et prévoit de voler en XC et en voltige au cours de la prochaine saison 2023.

Tom Coulson – SAC Office Manager since 2021

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

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

PACIFIC ZONE – Bruce Friesen

I have nothing to mention specifically as the Zone Director. The activities in the Pacific Zone in 2022 are well outlined in the individual club reports.

Alberni Valley Soaring Association – Allen Paul

In 2022 the Alberni Valley Soaring Association had an excellent season although cool damp conditions in April and early May delayed the opening somewhat. Fortunately, the weather for the remainder of the season was ideal and the Alberni Valley was blessed with good visibility and no forest fire smoke hindering the operation. This was our second year operating under COVID 19 conditions, but lessons learned from 2021 allowed us to complete the season with minimal disruptions.

Our membership numbers increased this year as the Vancouver Island Soaring Center increased the number of training flights from previous years. Regular membership was eleven in 2022 and the number of associate members who flew the Vancouver Island Soaring Center's PW-6 increased to nineteen. At last review the PW-5 logbook showed 85.8 hours flown in 67 flights in 2022. This marks a significant improvement in utilization from previous years. An additional 70.4 hours was flown by a variety of privately owned gliders. One of our goals in 2023 is to further improve PW-5 utilization.

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

Club members continued to explore the cross-country opportunities in the Alberni Valley, soaring along the Beaufort Range as far west as Comox Lake and as far east as Mount Arrowsmith. Thermal strength in the early part of the season was above average with cloud bases easily exceeding 9000 msl. In a valley with some serious geographic barriers, members were quick to capitalize and extend their typical XC flight distances. We have observed that wind patterns have been changing slowly over the past several years and this past season was no different. The prevailing winds in 2022 were not as well oriented to provide reliable ridge soaring and most distance flights instead relied on thermals generated in the Alberni valley and at higher elevations along the Beaufort ridge. The positive from this is that there are fewer cases of gliding flights be cancelled as surface wind crosswind components are becoming less significant.

As in previous years, the backbone to AVSA operation is the club's strong commitment to safety through the SAC Safety Program. The key elements include fostering a proactive safety culture through our incident reporting system, mandatory attendance at pre-season safety meetings and enhanced pre-season checkout flights. This year we purchased a FLARM for the club PW-5 using SAC Safety grant funds. It will be installed this spring to be ready for the 2023 season.

We expect 2023 to be another building year for our club members. For those glider pilots looking for a small friendly place to visit we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley.

Canadian Rockies Soaring Club – Wes James

March 29 saw the first gliders, 007 and M3, take to the sky over the Columbia River valley. Thereafter ten club members and several visiting pilots combined to soar over 28,000 kilometres above the scenic Rocky and Purcell mountains.

Utilizing the SAC safety grant we purchased and activated two SPOT units. The SPOT emergency beacon and texting units were prioritized for use in the two club gliders. Secondary use was made for club and visiting pilots. We also purchased mounting hardware for the two club gliders allowing for quick activation of the units.

We had two SAC Youth Bursary students for the training period in early July. Graham Grant, 16, and George Whyte, 15, were keen students. Both soloed and were able to complete several additional flights. Big thanks go out to all the club members who contributed their time and expertise to make this happen.

Vancouver Soaring Association – Rob Ballantyne

The Vancouver Soaring Association's operations for the 2022 season remained a challenge. The season began with many of the same COVID restrictions in place due to the pandemic "wave" that had occurred just a few months before. As the season progressed pandemic concerns subsided and the club eased into more normal operations. By the summertime the club was pretty much operating as it had in non-COVID years.

Unfortunately, the end of the season saw increasing forest fire activity. By early September forest fires were in the immediate area of the Hope Airport. As the danger of the local fires increased, the BC Fire Service restricted the airspace around the airport, so there was no club flying from that point onward.

The good news is that even though operations were difficult we managed to accomplish a considerable amount of flying. Through the season we managed to fly more than 485 hours.

ALBERTA ZONE – Pavan Kumar

How does one low-key a Zone Director report on the "second coming" of our beloved sport? Soaring in Alberta experienced an exhilarating resurgence after the quiet years. Pilots from all directions and members of Edmonton Soaring Club spring-boarded into action with the long-anticipated return of the Canadian National Soaring contest. Hosted with the creature comforts of a shower trailer, food and social events, combined with the most buoyant weather, the organizers put on the best soaring contest this generation has ever seen! To say it was inspiring would understate the profound effect attending had on the participants.

While I can write pages about what made this the best thing that happened for Alberta soaring this decade, you can read about it in the 2022 issue of Alberta's own soaring publication, *AScent* magazine – go to <http://www.soaring.ab.ca/ascent> or to sac.ca/freeflight/ascent. If you do take a look, you will be regaled with stories of Chris Gough's epic season of three contests, rocking them all on the podiums! That is quite a full season in addition to being the contest manager for the CNSC. Read the account of the contest and the story of master soarer Tony Burton's 8+ hour flight in his 12.6m Russia during the contest that landed long after every other glider had been put away. Hear from the up-and-coming soaring competitor, a rising cheerleader in the soaring community, Tyler Paradis,

and his tale of being "A Rookie at the Nats". Get pumped by these stories and throw everything into making 2023 keep up the hype of the sport!

Later in the 2022 season, Cowley camps were a warm cozy embrace. Summer was a reunion of many who didn't make it to the national contest, followed by a mild fall camp broken on the last day by a chill breeze delivering wave after most had already gone home. As Patrick McMahon chants, "To have a great flight at Cowley you have to be at Cowley". Several pilots continued the exploration into the Canadian Rocky Mountains behind Patrick Pelletier's daily marathon flights going anywhere a glider can go. This was also the year the historic tow ticket use came to an end and *Take Up Slack* made it much easier to keep flight logs and finances in order. Worth mentioning for those not in Alberta who may not have heard, you have until the end of 2023 to trade in any ASC tow tickets for dollars if you still wish to. The sport is evolving. We are also seeing the expansion of OGN antennas in Alberta and through the ingenuity and generosity of a few Cu Nim members a temporary OGN was set up during the camps.

Clubs in Alberta have started to share in the growing success following in the footsteps of Cu Nim's Objective Oriented Training (OOT). Cu Nim now has a significant wait list to join the club and get into soaring. Instructor retention and development continue to be a challenge for clubs, but now with the online training, use of simulators, and SAC support, we hope to turn that trend around to keep our clubs healthy and able to expand.

It's hard to jump down from the couch after the excitement of the 2022 season. The crew at *Proving Grounds* has continued to stoke the fire for cross-country by hosting another series of condor PG tasks joined by pilots around Canada and the world. The value of simulation for mentorship and coaching each other to improve our soaring skills, tactics, and strategy is being unlocked. It's a safe steroid for the rapid expansion of legs away from home and into new frontiers and personal bests. If you are a seasoned pilot it might even bust you off that plateau you've been stuck on. Get ready, there may even be a virtual contest next winter season that is recognized by SAC.

Cu Nim Gliding Club – Tony Burton for Cu Nim Executive

The 2022 soaring season was another momentum building one for the members of the Cu Nim Gliding Club. We continue to set and exceed collective and individual goals. From our airfield outside of (newly-named) Diamond Valley, Cu Nim executed the most glider launches than any member can recall in recent times, and played host to a growing base of members – nearly breaching 70!

Cu Nim implemented a modern safety system including an updated safety manual, completed a safety audit, and formed a committee to score hazards and risks. We've seen an uptick in incident report submissions guided by our goal of "more incident reports, fewer incidents". Our Chief Safety Officer, Mike Busuttill was recognized by SAC with the Hank Janzen Award for "outstanding contributions to safety" based on the work that went into this new framework.

While the club exceeded our goal for overall OLC club performance (target fourth, achieved third), most of the scoring flights took place away from Cu Nim and fewer members posted flights in 2022 vs 2021 (18 vs 24) – something to improve in 2023. That said, the most remarkable flight in Canada was when Chester Fitchett covered 1601 km (OLC) in the Chinook wave system in October 2021 (the story is in last year's *ASCent*). This year, his 1224 km flight on 30 October moved him past Chris Gough into top spot in the 2022 Alberta best 6 flights list.

At home our instructors were very busy! We welcomed back students from previous seasons and ten new ones using the Objective Oriented Training (OOT) package. This strategy was adopted primarily to address retention of new student pilots. 2022 was Cu Nim's third season using this recruitment strategy and we can start to test if the retention goal is being realized. Including 2022, Cu Nim has welcomed 25 students through OOT, seven have obtained their GPL, five others are working through solos and 71% of our first class of students remain members in their third year. A standout performance was the progress of Daniel Nazarko. A 14 year-old who only after celebrating a direct path to solo in our ASK-21B did anyone think to count his training flights, finding a mere 25 before his first solo!

We welcomed over 100 members of the public for their first soaring flights, nearly 2.5 times as many as in 2021 with eager members anxious to share their passion for the sport in their first season as intro pilots. This activity has a meaningful impact on the club's financial position which continues to improve. Late in the season, members participated in an exercise to think about Cu Nim of the future in an attempt to develop a strategic plan for the club in anticipation of success with a casino application.

Away from the field, Ben Hornett spent too many cold winter days in High River and Springbank implementing Cu Nim's new approach to glider maintenance and annuals. He oversaw the resolution of some snags, some repairs, and drove the rewiring of our "new" LS4. Having stepped down as Cu Nim's president, he is finding new ways to leave his fingerprints on the bright future of the club. Thank you!

The soaring highlights of the season were mostly defined by participation in the Canadian National Soaring Championships hosted at ESC. The cross-country contingent that participated thoroughly enjoyed a fast and friendly competition. Our CFI Chris Gough did a fantastic job as Contest Manager and was in the thick of the competition in FAI class, finishing in second place by a narrow margin. Conditions and tasking were spectacular, expertly executed by the gracious members of ESC.

Chris pushed even further afield pursuing soaring goals. He raced at and won the SSA Region 8 contest over Canada Day in Ephrata, Washington. Later in the summer he along with Marian traveled to Moriarty, New Mexico for the US Club Class Nationals where Chris finished with the third place trophy to cap off his spectacular racing season!

Our participation in Cowley was enjoyable for tenured and new pilots, and the Cu Nim operation was expertly coordinated

by Chris Chiasson. Cu Nim members, gliders and even our beloved towplane helped make for two great camps. At the Fall camp (or Summer Cowley 2.0) we even welcomed two visiting pilots for some memorable flights from the storied site.

At the end of October, we are still coordinating days to fly as weather permits. To date, the club ships totalled 1018 flights at Cu Nim, 107 at Cowley and a few at the Nats.

Thank you to all of the Cu Nim members who contributed to a great season, and to all Alberta soaring pilots for supporting so many great events and our wider community.

Lethbridge Soaring Club – Bruce Aleman

This year the season began quite late with first flights on 22 May. We flew this season with only one instructor, so our season count was down for total winch launches (77) and airtime in our two seat Grob (28 hours). Despite the lower times there were still achievements to mention.

Our members each have unique abilities and that shows in the care for the hangar with small improvements made every year. We have also initiated a repair and overhaul of the winch as several components have been inoperable for some time. We hope to complete the process next season, but the mice on the field find their way in.

Two LSC members worked hard to support the ASC summer and fall camps at Cowley. Sheldon Steinke in a logistics and support role, and George Haeh in safety. Sheldon completed his ground school program this season and was successful in his first try on the GLIDE exam.

LSC students made progress towards their individual goals. Unfortunately for some of them, the season goal was not met before we had to wrap up for the year, but we hope to meet those goals soon in the next flying season.

Our longest flight of the year was over three hours, with Matthew Line flying as a student with Pavan Kumar doing some guest instructing. Nothing says Cowley like thermals over the Porkies. Our shortest flight was one minute, achieved with cable break practice at 500 feet.

One major safety incident we experienced this season was the opening of the rear canopy in flight. In following the procedure for closing that canopy (not visible to the instructor from the front seat), it was determined that the latch was likely not fully engaged. The student closing the canopy checked engagement by pulling vertically on the latch. With no movement, he presumed it was fully engaged. It turns out the latch can prevent vertical motion without being fully engaged, but then becomes prone to opening in flight. A repair was possible for the canopy, and a visible latch engagement sticker has been applied to prevent future occurrences.

We look forward to next season with the usual hope for a great season, but also the reality that we are a small club, and currently have only one part time instructor. It would be great to sign up more members, but we are also unable to take on

more students. Any instructors willing to enjoy the flying from Cowley would be welcome, even if it's only for a day or two in the season. Clear skies.

Central Alberta Gliding Club – Judy Sokora

Like other clubs in Alberta, 2022 has seen an influx of students (thank you to Cu Nim who have sent a few our way) and requests for familiarization flights. We have a small group of instructors who are working hard with the students who include both youth and seniors. In talking to a student and, at a later time, an individual going for a familiarization flight, they both expressed that after two years of the pandemic, there was a need and desire to get out and do what was always put on the “back burner”. It was “time”. We had one solo student, Dmitry Rodetsky who started this year. Congratulations, Dmitry!

As a small club (ten active pilots), we wonder if what we do as a sport and passion makes an impact in the long run with people who come to our club. A lady contacted me this spring to tell me how CAGC made an impact on her daughter, Raelle, who is in Air Cadets 88 Lynx Squadron of Airdrie, Alberta. The cadet program had been “grounded” due to the pandemic. The family had come out to Innisfail and Raelle had a marvellous flight. Judy had her Blanik L33 Solo there and allowed her to sit in it and discuss her dreams. This year Raelle’s mother informed me that Raelle was selected into the Air Cadets Glider Pilots Training Course in Brandon, Manitoba. She received the highest mark in ground school and went through a 3-person interview process. In the interview, she spoke about her experience at CAGC. Her mother said that those few hours made a huge impact even though Raelle never joined our club. It’s very encouraging to get feedback like this!

Other interesting tidbits:

- At the Summer Cowley camp, it was apparent that our camp site was party central for the second year in a row now! Everyone had a wonderful time!
- John Mulder was in the Lethbridge Air Show over the August long weekend. A request came his way from the organizers for a towplane and towpilot so he was there with our Bellanca Scout towing glider aerobatic performer Manfred Radius! John reported that Manfred constantly referred to the Soaring Association of Canada and Central Alberta Gliding Club. Great PR!
- We had a 90-yr-old retired Air Force pilot, Peter Brown, who found our club just shortly after moving from Kelowna to Innisfail to be close to his son and daughter and family. “Brown Barron” (the nickname his family gave him) came every weekend for several weekends to go for a flight, preferably in the Puchacz. He was able to fly the glider by his second flight and by his third flight was able to manage take-offs and landings with minimal assistance. For his 90th birthday, his family had contacted a national television outlet to do a special interest story on Peter. The reporter and crew came to CAGC and interviewed Peter and John Mulder and took videos showcasing the sport and beautiful Central Alberta. Hopefully, this national attention will garner increased interest in soaring across Canada!

It’s now been 33 years since CAGC’s inception. John and Jerry Mulder are the only founding members who are currently active. We held our “30 + 3” celebrations on 27 August at Big Bend Airport, with members from the Innisfail Flying Club, former CAGC members and Cu Nim members joining us.

Edmonton Soaring Club – Steve Godreau

Wow, what a season!! might be the best way to open a President’s report for ESC in 2022.

Our field renovations in 2020 once again paid dividends and got us an early start to the season. The very first weekend in May kicked off a whirlwind of activity at Chipman. Preparations began in earnest for what turned out to be “the best Nationals ever...” Admittedly there was a little help from Mother Nature and a LOT of help from countless volunteers and contest organizers, participants, and crews. The interclub cooperation and camaraderie clearly has become infectious and is gaining attention far afield.

From an ESC perspective the contest had a somewhat unexpected follow-on effect; we may have had the most media attention for the sport in recent memory. It started with Global News covering the Nationals, quickly followed by a general interest piece on the CBC, and culminated with ESC playing a starring role in an episode of a mini-series airing on CBC in the spring of 2023.

This attention resulted in an unprecedented interest in discovery flights, and we flew 165 of them – triple our 2021 total, and still have a substantial waiting list for next season. These flights are also having the desired effect of attracting new future pilots to the sport and our student waiting list also is filling rapidly. We wrapped the season with 53 members (45 flying, 8 social), five newly-licenced pilots making space for students as well as four to six new 2022 members ready to solo in 2023.

Fam flight demand, combined with the commitment to our dedicated cadre of students in Objective Oriented Training, meant a whole new level of time/resource management was required. Fortunately, along came Conrad, our newest and returned member, who generously volunteered to take on the role of coordinating fam flights. Once he was recertified as an instructor, Conrad’s drive also resulted in some of the earliest start days at ESC in many years. Near the season end we were regularly on the line and ready to launch at an impressive 9 am. At the end of the season, we counted 75 flying days, two less than in 2021 but an impressive 768 flights, 94 more than 2021. Adding in 144 from the Nationals and 80 flights at Cowley, it is no wonder why the summer felt so busy.

Another exciting initiative was taken to assist the Air Cadet programs in Alberta. ESC worked with the Alberta Provincial Committee of the Air Cadet League of Canada to complete the training and licence requirements for Pierre Dawe. Pierre is a previous cadet with 878 Canmore Squadron and is working towards joining the Canadian Forces as a Cadet Instructor Cadre officer. In less than three weeks we were able to get Pierre through the solo and flight test requirements for his TC glider

licence. Pierre went on to fly the Jantar at the Cowley Fall camp! Due to the success of this transition program, we will be working with at least two other cadet / ex-cadet student pilots in the spring to get their licence requirements completed. This is a very important opportunity for our civilian clubs to support our local cadet gliding programs.

Our fleet readiness was top notch all season due to the hard work of our Fleet Manager, Ray, who quarterbacked several major repairs in short order. We started the season with all aircraft annuals complete. We had two towplanes serviceable all summer which enabled Tyler, our Chief Tow Pilot, to spearhead the shared use of one of our Pawnees with ASC to support the Cowley camps – all reports are that the result was elimination of long lines of waiting gliders for the many pilots who visit from near and far. To cap the season, we are also very excited to welcome a new (to us) LS4 recently purchased from SOSA.

Some long-time members took their “final glide” this year; Gordon Prest the first president of ESC, Neil Siemens our long serving Chief Tow Pilot, Doug Watt, Fred Wollrad and Andrew Jackson. They have “slipped the surly bonds of earth” and we wish them Godspeed.

We are super excited for 2023 and are already planning for more weekend Condor sessions and a spring ground school. See everyone next season or sooner!

PRAIRIE ZONE – Jay Allardyce

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

Prince Albert Gliding & Soaring Club – Keith Andrews

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

The Club started flying on 26 May with instructor check flights. Flying in earnest commenced on 3 June. The club flew a total of 21 days ending on 30 October for a total of 33:20 hours and 183 flights, all of which were winch launches. 21 of these flights were familiarization flights from which we acquired two new members. There was no objection by the members or the fairs to adhering to the Covid-19 regulations the club had in place.

The Club maintained an excellent safety record with no accidents or incidents.

We purchased from China 2000 metres of 5mm, single braid, 12 strand UHMWPE rope with a breaking strength of 2200 to 2450 kg, with UV protection and coloured red. The cost was \$US1430 including shipping. The club had the rope tested at the University of Saskatchewan and the breaking strength was tested at 2504 kg.

The club only insured one of the Ka-7 trainers and the Phoebus in 2022. We have had numerous people show interest in join-

ing the club and look forward to having more gliders in the air next year.

Regina Gliding & Soaring Club – Darrin Bitter

There was only light activity at the RGSC in 2022, mostly flying familiarization flights. Did one recurrency checkout. No new student glider pilots. The club's grass mowing equipment failed so there was a fairly big expenditure to replace it. No accidents or incidents at the glider field.

Saskatoon Soaring Club – John Toles

Although Covid remained a factor, we had a reasonably good year in 2022. The AGM held in February was done by Zoom with no dinner or socializing to follow again this year. There was no dinner because of Covid restrictions.

Annuals on gliders and towplane were done in early April. Instructor and member check flights followed. Membership remained steady at 21. Most new members held an aviation licence or had previous gliding experience. One new junior female member took advantage of the SAC Youth Bursary.

Flight activity increased from the previous two Covid years, but was still down from the average 300 to 400 annual flights because of fewer dual introductory or training flights. Three instructors were active, including one newly certified. The private ships, other than the motorglider, did not fly in 2022. One private glider was added mid-season. It and the Solo L-33 did the majority of the cross-country flights from the Cudworth Airport. There was enough flying activity to result in a reasonably successful year financially.

One member took part in the National Competition and finished very well flying in the Club Class. Considering he was newly licensed and flying a club ship (L-33 Solo), this was a great achievement. He came to the club with extensive hang glider cross-country experience and adapted to fixed wing gliders very quickly.

An instructor camp was held in September with six participants from the Saskatoon and Prince Albert clubs. One successfully finished all flying and ground requirements and received SAC certification. Others will continue and hopefully complete all course requirements early in 2023.

The season ended rather abruptly for most members as the result of an accident in Sept where the rudder on the L-23 was damaged due to a ground strike caused by a hard landing on a training flight. Repair is being done locally, and the ship will be ready for the 2023 season. The solo gliders were still available, but with the soaring season over there wasn't much interest. Thanks to the generosity of the Prince Albert club, some SSC members continued flying at Birch Hills, gaining valuable experience launching with their winch. This may result in more interest in winch launching at SSC. The club maintained an excellent safety record except for the one accident (no insurance claim) and only two reported incidents.

Ground school instruction was provided on-line as required, and there were no in-person workshops or seminars during

the season. There was no awards dinner again in 2022. We hope Covid won't be a threat in 2023.

Winnipeg Gliding Club – Mike Maskell

Our 2022 season, in contrast to the 2021 season, saw operations begin on the last weekend of May, a full ten weeks later than the previous year.

This delay was brought on by the continual weather patterns emerging from Colorado, which brought late winter blizzards and misery across the prairies. However, if you live in Manitoba you need to be flexible and often very patient.

We began with our usual pre-season check flights for all members and for about 30 members this took a few weekends to complete. As a general rule the months of late-April and May bring about the best soaring conditions and the late start severely impacted our cross-country miles with a drop from nearly 30,000 km flown in 2021 to just under 20,000 km flown in 2022. Our OLC standing also dropped from ninth to eleventh on a year-over-year comparison. But, as we say in the gliding world, there is always next year.

The glider fleet (both private and club ships) remained stable in numbers with 665 flights registered by the last weekend in October at close-up. Our membership grew with four new pilots, one of whom was renewing his glider pilot licence thanks in part to our newly-created Manitoba Soaring Scholarship, a joint partnership between the Winnipeg Gliding Club and the Manitoba Air Cadet League, using money bequeathed by the estate of the late Larry Morrow, a long-time member who passed away in 2019. In 2023 our plan is to extend this scholarship out to allow for two awards. The criteria being that the applicant must be a Manitoba Air Cadet, either current or previous, 25 years of age or younger as of 1 January of the application year, and have had achieved a first solo or full licence through the Air Cadet glider training program.

Our working partnership with the Air Cadets also led to two of their solo glider pilots joining us in late August. The Air Cadet regional gliding schools across Canada were shut down for the two years of Covid and only in 2022 rose to fly and train again.

The operation in Manitoba took place at the Brandon Airport and due to logistical issues ran into difficulty getting enough flying in for the young cadets. As a result only a handful of the 30 or so trainees managed to achieve solo status. On the final evening of the program they held a recognition and celebration event and the Winnipeg Gliding Club was there to award the SAC "A" badge and to encourage the Manitoba contingent to apply for the aforementioned scholarships. Additionally we were approached by two newly soloed Cadets asking about finishing their training at the WGC. This promotion brought them to us and we were able to not only get them current on our new PW-6's but to also see them through to final licence stage.

Our club was also active on the promotional front with our annual attendance at the Manitoba Outdoors Show in February. As in previous years, we suspended our PW-5 above our

display booth and spent countless hours extolling the virtues of motorless flight. We were also on display (sans PW-5) at the Manitoba Aviation Council trade show and exhibition which highlighted aviation companies and groups in or around the region. We received excellent television coverage with a live morning interview with our CFI Jay Allardyce fresh off his third place at the Canadian National Soaring Contest. The interview took place on a member's front lawn in front of a borrowed ASW-20. A final shot at promotion came about with a couple of radio interviews on our sport.

We also found a unique partnership in 2022 with a local firm that promotes "glamping" and they paired an evening glider flight along with their turn-key tenting experience. The young couple that took advantage of this offer are now considering taking further lessons in 2023. Goes to show that you never know where your next customer will come from.

Our social side of the club continued with regular monthly Saturday potluck dinners, a mid-September movie night with the selected movie played on a large 16'x9' projector screen with seating inside a private member's fabric Quonset hut which allowed us to be well sheltered. We ended the year with our annual Awards Banquet and one last chance at coming together in 2022. Overall our club is thriving, our membership hopefully on the rise and with continued good fortunes we will remain in a strong financial position. Here's to a successful 2023 for all SAC members and clubs.

SOUTHERN ONTARIO ZONE – Paul Parker

Overall, 2022 was a successful year for soaring in southern Ontario. Despite continued waves of COVID-19, most club activity settled into a "new normal".

The year began with SOSA's winter series of "Hangar Talks" shared on-line with SAC pilots across the country. Many pilots joined on-line competitions to maintain and develop skills for the soaring season. Our digital experience is growing and recruiting new members.

Up in the sky, 2022 offered some great cross-country days. On 14 July, Jerzy Szemplinski headed out and when he returned 8:14 hours later, his six OLC legs totaled 962 km and earned him over 1000 OLC points. This and other great flights placed him as the OLC champion for Canada. The day also saw one of the best southern Ontario flights ever in the club's Junior, when Adam Zieba covered 641 km. A few days earlier some members were debating whether the Junior could cover 300 km, so Adam provided the definitive answer.

Collectively, the membership at our five clubs was up to 296, a 9% increase from 2021.

Financially, most clubs fared better with more members and increased introductory and soaring flight revenue.

The SAC safety and instructor development grants were used to purchase important safety equipment and to train new in-

structors. Let's keep the momentum going to develop a culture of safety among all instructors and pilots. Additional details are provided in the club reports below. Have fun. Fly safe!

Great Lakes Gliding Club – Drew Wilson

With the relaxing of Covid-19 restrictions, Great Lakes Gliding Club had a very active year. There were about 55 members, 15 being students. 970 flights occurred, of which 540 were instructional and 127 were Introductory flights. Five students soloed and one completed their final flight test. On the field were five club ships, eleven private ships, and one club towplane.

GLGC also ran again our virtual ground school in the winter months prior to Covid, which gave us a significant advantage with timely completion during the pandemic. In March the club held an in-person AGM and Safety Seminar that was attended by all members.

The three traditional formal social events returned along with many impromptu BBQs. All were very successful and thankfully Covid had little impact on our operation.

Again in the winter we ran an active *CONDOR* virtual flying club with weekly competitions at virtual venues all around the world. Racing skills and flight computer competency have been steadily improving. Overall 2022 was a very successful year in the 24-year history of GLGC.

London Soaring Society – Jeff Robinson

The 2022 season was great! London Soaring had significant gains in number of flights, number of students, number of visitors and guest flights, solos, licensed pilots, and cross-country achievement. The weather cooperated as we extended our season from spring to fall. Everything was completed safely. In short, it was a refreshing change from the restrictive previous two years of pandemic issues and more.

We started the year with an abrupt change in a couple of officer positions within the club. These positions were filled by very capable and enthusiastic individuals who rose to the challenge like many others in the club this year. Club members proved again and again that they are able to step up and overcome obstacles whatever they may be.

The significant uptick in post pandemic freedom brought many new guests and students to the club in 2022. Several of our members were able to take our guests soaring to new heights during introductory flights. We had many, many positive comments from visitors to the club.

I would like to comment specifically about our instructors who did an amazing job with the increase in number of students. We accepted more students than in previous years, capping our total number and actually had to defer many further inquiries into gliding lessons. Our instructor cadre has decreased over the past few years so fewer instructors had to share the load. In particular I would like to thank Markus and Franco who both wear multiple hats at the club. They carried the majority of the instructional load for the club this year ensuring that our students would keep flying all season.

Our grounds maintenance volunteers were able to keep the grass, equipment, and overall airfield looking great all year. Thanks go to Dave and his connections who went out of their way to repair mowers, carts, and more. His hard working crew of members and students kept the club well maintained from spring to fall.

One of our biggest areas of change within the club was a new influx of tow pilots from various sources. Our new chief tow pilot, Mike C, was instrumental in developing a relationship with Woodstock Flying Club and other organizations to recruit many tow pilots this season. Collectively, they were able to keep us flying on weekends and mid-week right through to the second week of November. Special thanks to this hardworking crew and their chief for an amazing year.

I am very proud to be part of London Soaring. This small club performs well above its weight class in all areas. Our members go above and beyond consistently taking on multiple roles to keep everything running smoothly. Looking forward to another great season in 2023 with this fantastic group of pilots.

SOSA Gliding Club – Joerg Stieber

After two difficult years, a return to "normal" certainly felt good. In 2022 SOSA was truly firing on all cylinders. A big factor was the great soaring weather we were so fortunate to enjoy over the entire season. We started flying early on 10 April with spring checks for instructors in Brantford, so they could hit the ground running as soon as our runways at SOSA were dry enough to support an operation, which was a week later. We had fun flying from mid-April until 26 November, ending the flying season on a bright and sunny day. With the additional drainage work (thanks Ray and Will), I hope that the infamous "Lake SOSA", which has often been an obstacle to an early start of the season, is a thing of the past.

Early in the season we were a bit overwhelmed by the number of students. However, capacity opened up from about mid-August on, as dual students went solo, and solo students completed their flight tests. On balance, 2022 was a successful year for flight training. We had 1600 dual training flights, achieved eleven licences, one instructor rating, and many aerobatic training flights as this program returned to full strength. Currently we are putting plans in place to train several new instructors early in the 2023 season to increase our training capacity.

On the sporting side, the Online Contest (OLC) gives us first place in the club scores with 88,170 cross-country kilometres logged (ahead of Montreal Soaring Council with 70,314 km). At the individual level, SOSA members claimed both OLC plus Champion (distance) and Speed-OLC Champion for 2022. And of course, there were Jerzy's and Adam Zieba's outstanding flights on 14 July, arguably the best day of the season. There were also many successful badge flights.

A great season translates into good financial results. The high activity level over a long season while running a reasonably tight ship helped a lot. However, there was more to it: Thanks to our promotion and membership team for doing such a wonderful job, attracting and onboarding many new members

and restoring our membership numbers to the level we saw in the best pre-Covid years. We had 130 flying members. Thanks also to the intro team for selling, coordinating, and flying 301 intros. I can't remember a year where such a significant number of intros had so little negative impact on our regular training operation – well done!

The Discus 2 we purchased last fall to replace the LS-4 will be ready to fly at the beginning of the new season. With this addition we will have two top-tier Standard class gliders in our single-seat fleet. Our brand new DG-1001 two-seater was supposed to arrive from Germany for this season, but won't hit the boat till the fall. The DG-1001 is a very versatile aircraft which is great for basic training, aerobatics, cross-country training and even competition. It will be a great addition to our fleet. We also placed an order for a new ASK-21 to replace XPY in 2025/26.

The federal government has created a monster called the Select Luxury Items Tax. Unfortunately, it is really an aviation tax because it affects every new aircraft, glider or other. Looking at earlier drafts, we thought the luxury tax would not be an issue for the DG-1001 because we ordered it in 2021 before the tax was announced. However, having studied this in depth over the holidays, according to the final wording of the legislation as it was implemented in September 2022, the tax applies to all aircraft built after 2018 and delivered after September 2022 – ouch! There is an exemption if the aircraft is used 90% for flight training by a business. We will certainly try hard to get this exemption. However, the definitions are so vague and unclear that we need to be prepared that the tax may apply to the purchase of both the DG and the ASK we have on order, at about \$20,000 each.

In our membership survey, one of the points highlighted was safety. Looking at the close calls we had last year, I see mainly a lack of situational awareness, sometimes caused by communication issues. This is something we must work on this coming year. For starters, we have to make sure all radios in our club gliders and towplanes are in good working order and we need to teach our students how to use them properly – talking and listening. Also, with the increased airline and freight traffic in and out of Kitchener and Hamilton, it is time to equip the rest of our club fleet with transponders and encourage private owners to do the same.

This year we will host the Canadian National Championships 24 July to 14 August. Since no other Ontario club jumped at the opportunity, and as the premier gliding club in Canada, after discussion the board agreed we should step up to the plate. We have the expertise and we have done it many times before. We have also learned how to organize such a contest so as to be minimally disruptive to the club's regular operations. The dates were set so that there is only one weekend in the ten-day competition. It should be an interesting experience for those of you who have never seen a sailplane competition. Lots to learn and we need a lot of volunteers.

This upcoming year will be my 40th as a SOSA member. It may sound strange, but even after 40 years, the place is still growing on me. Thanks to everyone for an incredible 2022.

Toronto Soaring – Dave Bluhm

TSC's 2022 year began once again with Mike Morgulis' "From The Ground Up" on-line ground school. Twelve students received instruction during the flying season resulting in three new solo pilots. Utilization of the TSC two-seat trainers was augmented in 2022 with the introduction of Youth Flight Canada's (YFC) K-21. This program is new to TSC and proved to be a valuable incentive to members under the age of 25 to learn basic flying as well as more advance soaring and cross country skills. The Freedom Wings program also debuted at TSC in 2022 providing inspirational glider flights and "flight training" for persons living with disabilities. This partnership seems to be the start of a beautiful relationship!

The introduction of our new High Country towplane continues to be hit with both tow and glider pilots.

2022 was a year of expansion and growth but also a year in which two highly valued members passed away. Marian Nowak (N1) was a designer, builder, mechanic, pilot and everyone's friend. Marek Sokol of *AeroPol* was exceedingly generous to the club and will also be greatly missed. Further fleet and club facilities enhancement are now top of our priority list for the club as we look forward to 2023.

Total flights: 740 (new TSC record! - up 339 over 2021)

Students: 12 (+7 over 2021)

Members: 53 (+13 over 2021)

Badges: 1 Silver, 2 FAI A&B, 1 Silver distance, 1 Silver Altitude

York Soaring – Dave Bax

The 2022 season ended well with adult membership up, number of flights up, cash balances at year end up, and consequently no fee rises planned for members this year.

Additionally, we made progress with our 2021 five-year plan, with disabled access to all washrooms and cabins completed, all golf carts and lawn mowers and tractors well serviced and fully up to spec. Abandoned camping trailers have been sold and removed off-site, club house repairs to windows and plumbing completed and not least, the runway, taxiway, and assembly area tiling was completed (with leveling and seeding to do early this coming season).

For those of you who knew Walter, founder of York Soaring some 60 years ago, a generous donation was accepted resulting in a launch point wagon with his picture on the side.

Towards the end of the 2022 season the Board agreed to the appointment of several keen members to essential roles: Safety Officer, Equipment Manager, Building Manager, Campground Supervisor and a Marketing/Media Manager.

A significant number of Air Cadets joined us late in the season to complete their progress to licence; we expect to assist them again this year. Further, we have received the good news that the Hong Kong Air Cadets will rejoin us in July 2023. However, Youth Flight Canada will not be hosted by York in 2023, we wish them well in their new locations.

For 2023, we commence this season with three towplanes, seven two-seat gliders and three single-seat gliders (with an additional two-seater and single seat in storage until needed). We look forward to using our new E/W runway, located to the south of our current runways. We plan to finally demolish the farmhouse near our entrance, but first the Ontario fire service will make use of it for training purposes.

The Board are supporting a proposal to have a fly-in and Open Day on Father's Day in June.

EASTERN ONTARIO ZONE – George Domaradzki

After two years of Covid-19 restrictions, the Eastern Ontario Zone gliding clubs seem to be on the road to recovery. Membership numbers have increased, as have the number of flights. Perhaps we have reached the bottom, and numbers will be increasing from now on. For the two previous years, some clubs have been restricting new membership, but now have opened their doors. The clubs are now actively instructing new members.

There is an atmosphere of friendship amongst the Eastern Ontario Zone clubs. Members regularly keep in touch with members from other clubs. This fall, several went to the Lake Placid Wave Camp after a three-year hiatus. In addition, members keep in touch by participating in weekly *Condor* contests. Gatineau Gliding Club and Rideau Valley Soaring conduct joint ground school, which seems to attract many new members. This winter, we conducted our first in-class session, as opposed to the virtual sessions over the last two years; this is viewed as a more positive and effective approach. We have 25 students attending, and we hope that many will join the area clubs in the coming season.

Gatineau Gliding Club – Roger Hildesheim

2022 was a year of return to full flight operations at GGC! It turned out to be a very active year with flight operations returning to over 80% of pre-Covid levels thanks to the tremendous volunteer engagement of many members for both flying and non-flying activities. For the first time in two years, we also had the entire GGC fleet insured and operational.

Early in the season GGC transitioned flight operations scheduling to the *Click-n-Glide* online tool. This has been a resounding success and has allowed for more efficient alignment of instructors, students and tow pilots. It has been well worth the annual use fee. We were also fortunate to have only minor maintenance issues in 2022 primarily due to our proactive preventive maintenance approach to our fleet.

Our airfield was hit hard by the "Derecho" storm front that ripped through eastern Ontario during the Victoria Day long weekend. None of our hangars or core club buildings were damaged, but our campground suffered extensive damage from fallen trees crushing many camp trailers. Storm cleanup operations started immediately and after a couple weeks of dedicated volunteer effort (with some professional help), the club roadways and campground were once again safe for use. There are still a large

number of fallen trees throughout the property. There will be no shortage of firewood for the next few years!

During the winter months and continuing through the spring season, we hosted Tuesday Night Soaring on the *Condor 2* soaring flight simulator (thanks to Dan Daly). This has now become a regular event with members from local area clubs joining in on the fun. We use sceneries from around the world, switching them monthly. The club has also been seen an increased level of activity during the winter months (thanks to a dedicated road cleaning/blowing crew) as a cross-country ski/snowshoe facility for members and winter aircraft maintenance work in our newly expanded workshop. As a true Canadian touch, a group of our tow pilots transition their privately-owned Piper PA-12 to winter skis and fly throughout the winter on the unplowed runways. The wood stove in the clubhouse works wonders for taking the chill out of the coldest winter days.

Our joint GGC/RVSS glider pilot ground school saw 22 students staying with the program to completion in March. In April we conducted our mandatory Annual Recurring Training Seminar (ARTS) virtually, using *Zoom*, for all flying members of GGC.

Our annual MayFly Fun Learning Contest was held over the labour day long weekend instead of the usual Victoria Day weekend. This was done to allow returning members more time to sharpen their flying skills before heading off on competitive cross-country adventures. We also conducted an early season "virtual" Mayfly contest online using *CONDOR. 2022* also saw our return to Lake Placid for our annual fall wave camp with RVSS and MSC. It was great to connect again with our American friends at the Lake Placid FBO. Although we didn't have any booming wave days, most pilots were able to experience weak wave.

The core flying season ended in November with winter storage hangar packing. 2022 was a breath of fresh air for GGC as we reaped the benefits of prudent fiscal management during the Covid pandemic. Let's all stay safe and hope that 2023 continues to be another year of growth for flight operations.

Montreal Soaring Club – Kurt Sermeus

After two years of pandemic disruption, 2022 was for MSC a return to normal. The club membership started growing again. Regular flight instruction resumed and more than five new student pilots joined the club. Seven out of eight of the club gliders and two of the three towplanes were flight insured. Flying activities recovered to 80% of 2019 levels.

After having done a complete rebuilding of a large portion our runway in 2021, MSC started to operate in 2022 on a 25% narrower runway (300 ft instead of 400 ft). The other 100 ft is now a safety zone, separating the runway and taxiway.

Regarding operational control, our CFI introduced an important new tool in 2022. It consists in two mandatory online self-evaluations for all pilots before their season check flight. The first one tests knowledge of the club operations manual. The second one tests operational knowledge of the glider flight manual and must be filled out for every club glider a member wants to fly.

Regarding safety, MSC continues its cultural transformation with a proactive safety management system. This includes an annual review of the safety hazard list, out of which safety-motivated actions for the next flying season are formulated. During the winter season several safety talks were organized. These served to disseminate the latest insights from the safety science and to nurture an atmosphere of trust and connection to discuss the safety of our club operations.



Après deux années de perturbation due à la pandémie, 2022 a été pour le CVVM un retour à la normale. L'effectif du club a recommencé à croître. L'instruction de vol régulière a repris et plus de cinq nouveaux élèves-pilotes ont rejoint le club. Sept des huit planeurs du club et deux des trois avions remorqueurs étaient assurés en vol. Les activités de vol ont repris à 80 % des niveaux de 2019.

Après avoir effectué en 2021 une reconstruction complète d'une grande partie de notre piste, le CVVM a commencé à opérer en 2022 sur une piste 25% plus étroite (300 pieds au lieu de 400 pieds). Les 100 pieds restants sont désormais une zone de sécurité, créant une séparation entre la piste et la voie de circulation.

En ce qui concerne le contrôle opérationnel, notre Chef Instructeur a introduit un nouvel outil important en 2022. Il s'agit de deux auto-évaluations en ligne obligatoires pour tous les pilotes avant leur vol de contrôle de la saison. La première teste la connaissance du manuel d'exploitation du club. La seconde teste la connaissance opérationnelle du manuel de vol du planeur et doit être remplie pour chaque planeur du club qu'un membre souhaite piloter.

En ce qui concerne la sécurité, le CVVM poursuit sa transformation culturelle avec un système de gestion de la sécurité proactif. Cela inclut une révision annuelle de la liste des risques de sécurité, à partir de laquelle des actions motivées par la sécurité sont formulées pour la prochaine saison de vol. Au cours de la saison d'hiver, plusieurs séminaires de sécurité ont été organisés. Ils ont permis de diffuser les dernières connaissances en matière de sécurité et d'entretenir une atmosphère de confiance et de connexion pour discuter de la sécurité des opérations de notre club.

Rideau Valley Soaring – George Domaradzki

Rideau Valley Soaring finished the year with 54 members in 2022 – down from 59 the previous year. However, the number of flights increased to 992 from 937 the previous year. As well, our towplane gave another 33 tows at Lake Placid. We are quite satisfied with the extent of our operations, considering that one of our towplanes was out of commission for a good part of the season. The conditions of our two tow planes has improved and we expect more efficient towing operations next year.

Another notable achievement was that six students soloed. On top of this we had three power pilots go for their first solo glider flights. Finally, another three members obtained their glider pilot licence. Our 12 instructors were quite active in 2022.

We eased many of our restrictions and allowed introductory flights. We still required all to be double vaccinated. We have decided to remove all restrictions for the 2023 season, except

that we will leave up to each instructor and student to determine what safety precautions they will take, such as wearing of masks.

We had four accidents but no injuries: a towplane gear collapse (carburetor malfunction), glider damage due to gear-up landing, broken towplane mirror due to a bird strike, and some minor damage to a glider during ground handling. Reports have been made available to our members with the intent to learn from these accidents.

This year we took our Pawnee towplane to Lake Placid to help with the Wave Camp operations. This is the first time we took our towplane in nearly 30 years, and we are looking forward to continue supporting the Wave Camp in the future.

We are still experiencing high attrition, over 30%. Fortunately, we also have a high recruitment rate. There are various reasons for departures (age, medical, moves to other clubs) but the highest is those that leave after only one or two seasons – either after having obtained solo or their licence. This could be due to our accepting all applicants, even though it is sometimes evident that some are there to get their licence and then move on to other non-gliding activities. This creates a higher demand on our instructors. Hopefully, at a later point in life these members will return to gliding.

We are fortunate to have a decent number of instructors. We were also able to conduct a Bronze badge training week that enabled many of our members to qualify for cross-country flying. All-in-all, a good year, and we expect a more promising one next year.

EAST ZONE – Sylvain Bourque

2022 ne fut pas la meilleure saison du côté météo pour notre région. Ceux qui pouvaient se rendre disponibles quand les rares journées vélivolables étaient au rendez-vous ont quand même pu faire quelques beaux vols. L'AVVC a terminé en 2022 au quatrième rang sur OLC Canada avec 59 447 points et le CVVQ au quatrième rang avec 37 414.

Seulement 1 vol de plus de 500 km a été fait dans notre région en 2022, comparativement à 16 en 2021. Gabriel Duford a fait 510 km le 3 juillet et 495 km le 28 juin en ASG 29E 18m et Alain Thirion a fait 451 km le 23 mai en HpH304CZ-17,4m. Richard Noël du CVVQ a fait 415 km en Ventus cM 17,6m le 20 juin. 5 vols dans les 400 km et 33 dans les 300 km ont aussi été faits dans la région de l'est. En 2021, on avait fait mieux avec 34 vols dans les 400 km et 57 dans les 300 km. On aura l'occasion de se reprendre espérons en 2023 !



2022 was not the best season weatherwise in the Eastern region. For those who could make themselves available when the few days of soaring where there, we were able to make some nice flights. AVV Champlain finished forth in 2022 in OLC Canada with 59,447 points and CVVQ was fourth with 37,414.

Only one flight more than 500 km was made in our region this

year, compared with 16 flight of more than 500 km in 2021. Gabriel Duford did 510 km on 3 July and 495 km on 28 June in his ASG-29E 18m, and Alain Thirion did 451 km flight on 23 May in his pH304CZ-17.4m. Richard Noël from CVVQ did 415 km on 20 June in his Ventus cM 17.6m. Also, five flights of more than 400 km and 33 of more than 300 km were made in the East Zone in 2022. In 2021, we did better with 34 flights of more than 400 km and 57 of more than 300 km. Hopefully we'll have a chance to get back on track in 2023!

AVV Champlain – Mathieu Côté

2022 aura été somme toute une année de transition et consolidation à la suite de la saison record de 2021, à défaut d'avoir été une année vraiment favorable au niveau météo de vol à voile. C'est déjà loin dans nos esprits, mais l'ouverture de la saison 2022 avait encore tout un relent de virus qui planait à ses débuts. En plus du questionnement sanitaire, plusieurs bris de la saison précédentes portaient encore ombre au tableau avant même de commencer à voler.

S'il aura fallu sept mois pour reconstruire le moteur d'un remorqueur qui arriva tout juste pour le début de saison, il faut noter que notre ASK21 KIQ en réparation depuis plus de 19 mois viens tout juste de revenir de son voyage outre-Atlantique au moment d'écrire ses lignes, et donc la saison ne fut réalisée qu'avec deux biplaces actifs ce qui impacta grandement les opérations et donc, les finances. Malgré tout, le nombre de vol réalisés fut dans la très bonne moyenne à 1226 envolés. Si aucun record ne fut battu sur la campagne du aux ascendances déficientes, il faut tout de même souligner que 2022 est l'année avec le plus de jour d'opération dans l'histoire récente du club, avec 93 jours de vols, et tout de même la 4e place au pays sur OLC. Une dizaine d'élèves pilotes poursuivent leur formation avec nos instructeurs. Il faut noter aussi la vigueur du programme de voltige planeur à l'AVVC qui prend une place grandissante dans nos activités.

Et nos planeurs n'ont certes pas chômés, notre ASK21 FASK ayant réalisé plus de 500 vols et 200 heures à lui seul cette année pour supporter nos opérations; il aura bien mérité son inspection 3000h en train d'être complétée dans un nouvel atelier d'entretiens chauffé aménagé chez-nous en fin de saison. Au niveau des succès de cet année, un 3e Cessna 150/150 a été acquis, converti et s'est ajouté à notre flotte de remorqueur pour nous assurer la disponibilité constante de 2 avions.

A souligner que notre vénérable Jantar UJG à lui du tiré sa révérence après 33 ans de service pour le club suite à la perte de sa verrière en vol.

Plusieurs défis sont encore devant nous, 2023 doit voir venir une amélioration des revenus de l'association ne serais ce que pour compenser pour la forte inflation touchant nos coûts d'opération, mais aussi pour nous positionner pour les futurs investissements requis dans la flotte et l'aérodrome. Nous aimerions également ajouter rapidement au moins un planeur à la flotte du club.

Beaucoup de travail reste à faire également sur notre terrain et nos bâtiments pour se mettre à jour.

Pour finir sur une note très positive; un plan de renouvellement de notre flotte est en train de se met en place, un plan d'aménagement

de l'aérodrome également, et une révisions des finances de l'association viendra soutenir le tout; bref, une belle vision de l'avenir se dessine de plus en plus pour notre association qui malgré ses 58 ans comporte un membership plutôt jeune.



For Champlain, 2022 was pretty much a transition and consolidation year after a record 2021, in lieu of being a great soaring condition year. It is already quite far in our minds, but the 2022 season opening was still quite virus stained in Quebec. In addition to the sanitary questioning, numerous breakdowns from the previous season were still casting a shadow on our operation before we even got to flying.

If seven months were needed to rebuild the engine in one of our towplanes for lack of parts, which was accomplished just in time for 2022 season start, we only just received as of this report our ASK-21 KIQ from a major repair across the Atlantic after 19 months away, so the 2023 season was completed only with two active two-seaters, which greatly effected both operations and finances. Despite this, the number of flights completed was in the high average for us at 1226 take-offs. If no cross-country soaring records were broken for lack of thermals, we still ranked fourth on the OLC, and we completed the most operating days in the recent history of our club with 93 days in the air.

Ten students are completing their licences with us at this time, and we must highlight the very active glider aerobatic program that keeps growing as part of our activities.

Our gliders certainly didn't rest, with our ASK-21 FASK doing more than 500 flights and 200 hr to support our operations; it certainly earned its 3000 hour inspection which is being completed in-house in our newly-completed heated maintenance workshop. Part of the success of the year was a third Cessna 150/150 towplane. It was acquired and converted, and joined our towplane fleet to ensure a constant availability of two aircraft. On the downside, our venerable Jantar UJG bowed his reverence after 33 years of continuous duty for the club following the loss of the canopy in flight.

Numerous challenges are still ahead of us; 2023 must bring an improvement to our revenue sources not only to compensate for the inflation of our operating costs, but also to better position ourselves for the future investments needed in the fleet and airport. We are also looking to add at least a glider to our operation quickly. Also, lots of work is left to do as well on our grounds and buildings to refresh them.

To close on a very positive note, a fleet renewal program is being built, as well as an aerodrome development plan, and a thorough revisions of our finances is starting to support them. To conclude, a great vision of the future is shaping up for our association which despite its 58 years of age is very much filled with young members.

CVV Québec – Richard Noël

Au CVVQ, l'été 2022 a été le retour à la normale pour nos opérations. Nous avons reçu des membres d'un jour et avons eu quelques

activités sociales. Les conditions n'étaient pas au rendez vous les Week end alors le nombre de vol total est passé de 1,255 en 2021 à 943 vols, dont 118 à Baie St Paul. La saison à Baie St Paul s'est terminée abruptement du à un accident impliquant notre Maule qui s'est terminé en perte totale sans blessé toutefois.

Notre Membership est passé de 61 actifs à 48 membres actifs plus 12 associés. Le prix du 100LL a fait encore une fois griffer les prix des remorquages.

Il faut trouver de nouvelles façons pour impliquer les membres dans les tâches à faire pour le club. Ce phénomène est pire depuis les dernières années. Toute sortes de pistes sont envisageables et les nouvelles idées sont les bienvenues.

OLC est toujours une très bonne motivation pour la plupart de nos membres solos. Nous avons récolté 32,666 points grâce à 21 pilotes inscrits. Je vous souhaite de jolis vols pour 2023 !



Our operations at the CVVQ finally returned to normal in the summer of 2022. We welcomed one-day members and held a few social events. We didn't have favourable flying conditions on weekends and the total number of flights therefore dropped from 1255 in 2021 to 943, including 118 in Baie-Saint-Paul. The season in Baie-Saint-Paul came to an abrupt end due to an accident involving our Maule, which ended up being declared a total loss. Fortunately, there were no injuries.

Our membership decreased from 61 to 48 active members plus 12 associate members. The price of 100LL yet again led to a sharp increase in our towing costs. We need to find new ways of getting members involved in the tasks that have to be carried out for the club. The situation has only worsened in recent years. There are all sorts of avenues that we can explore and new ideas are always welcome from other clubs.

OLC has always been a very good source of motivation for most of our solo members and we managed to garner 32,666 points thanks to 21 registered pilots.

CVV Saguenay – Pascal Mourgues

Deuxième saison de notre tout petit club, le CVVS pour Centre de Vol à Voile Saguenay. Le CVVS a plusieurs particularités, comparativement à tous les autres clubs de vol à voile canadien: nous sommes situés sur un aéroport de formation en classe C, nos inscrits sont à 80% des jeunes de moins de 25 ans, sans argent, et nous volons uniquement sur des planeurs motorisés. Vous pourrez alors comprendre que notre petit club a de nombreux défis à surmonter.

Dans l'ensemble cela se passe plutôt bien, on apprend de notre terrain de jeu et de notre environnement contrôlé. La tour et ces contrôleurs sont super sympas et compréhensibles. Un grand merci à eux. Cette deuxième année notre noyau de trois jeunes pilotes assidu de la première heure était déjà de retour en avril et motivait les troupes et les autres jeunes membres présents et très motivés. Cette année nous avons pu compter sur 9 pilotes actifs contre 12 l'année précédente. Certes cela nous a fait un peu moins d'activité, mais notre moyenne par pilotes ce tiens.

Étant situé sur la base de CYRC (St Honoré), nous avons un avantage, et malgré notre position au nord du Québec, nous avons une saison plutôt longue puisque nous pouvons pratiquer le planeur environ six mois et demi. Notre saison 2022 a commencé pour le premier vol le 11 avril 2022, et notre dernier vol a été effectué le 5 novembre. On aurait pu étirer un peu la saison, mais comme nous avons démonté nos planeurs pour les visites annuelles, cela ne nous tentait pas de le faire au froid.

En fin de printemps, et une santé financière du CVVS solide, grâce à nos généreux commanditaires et donateurs, nous avons eu une opportunité d'étudier la possibilité d'acquiescer un petit monoplace motorisé AC5-M. Notre président fondateur, Pascal Mourgues après discussion avec les membres du bureau, a donc décidé d'entamer des discussions avec le propriétaire du AC5-M, basé dans les rocheuses à Hope. Un voyage a donc été organisé entre Pascal Mourgues et Daniel Franco, jeune instructeur, démontrant une belle expérience de vol malgré son jeune âge (20 ans), tous juste nommé instructeur par son autre club de cœur AVVC de St Dominique, d'aller tester ce planeur motorisé AC5-M.

Nous avons été très bien reçus à Hope, et le propriétaire du AC5-M, Branko Stojkovic, également instructeur, a tout d'abord effectué un vol en DG-500 avec Daniel. Ce vol a permis à Branko et Daniel de faire connaissance et d'apprécier le pilotage de Daniel. De pouvoir voler en sécurité dans un endroit inconnu pour Daniel pour la suite des événements. Après ce vol en double, Branko n'a eu aucun mal à faire confiance en Daniel.

Lors du premier vol de Daniel avec l'AC5-M, il a été décidé de faire un vol standard avec remorqueur, afin que Daniel prenne en main ce petit monoplace. Une fois ce vol réalisé avec confiance, Daniel est reparti en remorqueur pour un deuxième vol. L'exercice pour lui était alors de manœuvrer le moteur sans le démarré, de pratiquer des manœuvres moteur sorties afin de voir les capacités fortement réduites de cette machine moteur sortie. Daniel étant à l'aise c'est posé moteur sorti, comme une fleur.

Un troisième et dernier remorqueur a permis à Daniel de sortir le moteur en l'air, de le mettre en route, de manœuvrer le moteur en route de l'éteindre de le rentrer et pratiquer le vol plané. C'est au quatrième vol avec les directives de Branko, que Daniel a décidé alors de faire un vol en décollage autonome, et retour au terrain sans aucune encombre.

Daniel était satisfait de cette machine et de cette grosse journée. Après avoir rentré toutes les machines du club, nous avons eu la gentille invitation des membres du club de Hope à rester avec eux le soir et partagé de nombreux plats que chacun avait préparés dans l'après-midi. Nous étions environ une trentaine à cette soirée sur une seule et grande table. Cela m'a tellement rappelé mes soirées après vol en France, tradition qui perdure toujours et qui rapproche énormément les pilotes et leurs familles.

Une belle et grande journée auquel nous remercions tous les membres de Hope pour ce chaleureux accueil.

Nous avons donc acheté ce monoplace motorisé. Pour ne pas détériorer la belle trésorerie du CVVS, il a été décidé que la société de gestion de Pascal Mourgues resterait pour finir propriétaire

de cette machine et par un contrat de banalisation (système de prêt de planeur privé gratuit à un club se ferait suivant les mêmes règles que le SF28, également propriété de la société de gestion de Mr Mourgues.

Après avoir fait récupérer le AC5-M à Hope, par un contact pour le ramener au CVVS, ce qui a été fait mi-août, et le temps d'équiper l'AC5-M d'un transpondeur, et de finaliser les papiers auprès de TC, l'AC5-M a pu voler au Saguenay le 25 Septembre.

Pour revenir à notre activité, nos pilotes pour notre saison 2022 ont réalisé 76h16 soit en moyenne 8h29 par pilotes actif, par rapport à 103h48mn, moyenne de 8h39 par pilotes actif l'année 2021. Nous avons donc à peu près le même portrait que l'année précédente, malgré le départ de pilotes pas forcément assidus ou passionnés.

Rappelons que le 2ème point nommé en préambule, est que le club CVVS, c'est 80% de jeunes de 17 ans à 24 ans, tous aux études et si chacun se rappelle sa jeunesse, comme je l'ai vécu à 15 ans pour payer mes heures de vol planeur, c'était galère, mais à l'époque je pouvais compter sur une fédération en France assez puissante qui payait les heures de vol au plus passionné, et je faisais partis de ceux-là et pus vivre ma jeunesse sur une période de quatre ans à voler gratuitement. Actuellement nos jeunes n'ont pas plus d'argent pour pratiquer leur passion de l'aéronautique. Et c'est donc la deuxième particularité et philosophie du CVVS.

Entre les bourses de la SAC, notre reconnaissance auprès de la Ville de Saguenay comme association sportive, nos commanditaires et donateurs généreux c'est près de 45 000 que le CVVS a pu ramasser sur ces deux dernières années, afin de faire voler les jeunes gratuitement. Bien sûr, il faut qu'il le mérite, mais pour ceux donc c'est la réalité, à part payer leur cotisation annuelle, une des moins dispendieuses de tous les clubs canadiens, ceux-ci volent gratuitement au CVVS.

Cela sera encore vrai en 2023, et nous ferons un peu de recrutement pour aller chercher trois à cinq nouveaux membres. Un stage de perfectionnement pour nos deux instructeurs va être mis en place pour la saison 2023 avec un voyage supposé dans le sud de la France, au club de Vinon, club dont Pascal Mourgues est membre annuellement. Possiblement également une participation à un concours national pour un de nos jeunes en AC5-M. Notre club CVVS attend seulement ou et quand se déroulera une compétition Nationale canadienne.

Pour finir voici quelques petites statistiques du CVVS:

saison	nbre de pilotes	nbre d'heure pilotes	par pilotes
2021	12	103h48	8h39
2022	9	76h16	8h29

Nombre d'heure de vol machine:

Malgré notre manque d'heures pilotes comparativement à 2021, notre SF28 biplace a volé environ le même nombre d'heures Cellule, soit 3h de moins qu'en 2021, avec presque 2 fois moins de lancer, et moins d'heures moteur ce qui fait que nous avons économisé sur l'essence avec des vols en moyenne plus longs par vol.



This was the second season of our very small club, the CVVS. The CVVS has several particularities, compared to all the other

Canadian gliding clubs: We are located at a class C training airport, our members are 80% young people under 25, without money, and we only fly motor gliders. You will then understand that our small club has overcome many challenges. Overall, it's going pretty well, we're learning from our playground and our controlled environment. The tower and the controllers are super nice and understand. Many thanks to them.

This second year, our core of three young hardworking pilots was already back in April and motivated the troops and the other young members present and very motivated. We were able to count on nine active pilots against twelve in 2021. Admittedly, this made us a little less active, but our average per pilot over 2022 was 8:39 hours.

Being located at CYRC (St Honoré), we have an advantage, and despite our position in northern Quebec, we have a rather long season since we can fly the gliders for about 6-1/2 months. Our 2022 season started for the first flight on 11 April and our last flight was 5 November. We could have stretched the season a bit, but as we had dismantled our gliders for the annual inspections, we weren't tempted to do it in the cold.

At the end of spring, and with the solid financial health of the CVVS thanks to our generous sponsors and donors, we had an opportunity to study the possibility of acquiring a single-seat motor glider, the small AC5-M.

Our founding president, Pascal Mourgues, after discussion with the members of the office, has therefore decided to start discussions with the owner of the AC5-M, based in Hope, BC. A trip was therefore organized between Pascal Mourgues and Daniel Franco to go and test this glider. Daniel is a young instructor who has great flight experience despite being 20 years old, and was just appointed instructor by his other home club AVVC in St. Dominique.

We were well received in Hope, and the owner of the AC5-M, Branko Stojkovic, also an instructor, first flew with Daniel in a DG-500. This flight allowed Branko and Daniel to get to know each other and appreciate Daniel's piloting. After this double flight, Branko had no trouble trusting Daniel. During Daniel's first flight with the AC5-M, it was decided to do a normal flight with a tow, so that Daniel could handle this small single-seater. Once this flight was completed with confidence, Daniel's second flight was another tow, with the exercise of raising the engine without starting it, to practise maneuvers with the engine out in order to see the greatly reduced capacities of this machine with the engine out. A final tow allowed Daniel to raise the engine in the air, start it, maneuver with the engine, turn it off, retract it and practise gliding. It was on the fourth flight with Branko's instructions that Daniel then decided to make an autonomous take-off flight, and return to the field without any problems.

Daniel was satisfied with this machine and this great day. After closing the hangar, we were invited by the members of the club to stay with them in the evening and shared many dishes that each had prepared in the afternoon. There were about 30 of us that evening on a single large table. It reminded me so much of my evenings after flights in France, a tradition which

still continues and which brings pilots and their families closer together. A beautiful and great day to which we thank all the members of Hope for this warm welcome.

So, we bought the AC-5M. It was trailered from Hope by a contact to bring it back to the CVVS, which was done in mid-August. After equipping the AC5-M with a transponder and finalizing the paperwork with TC, the AC5M was able to fly in Saguenay on 25 September. In order not to damage the good cash flow of the CVVS, it was decided that Pascal Mourgues' management company would ultimately remain the owner according to the same rules as for the SF28, also owned by his management company.

To return to our 2022 activity, our pilots flew 76:16 hours, an average of 8:29 per active pilot, compared to 103:48 hours, or 8:39 hours per active pilot in 2021. So, we had more or less the same picture as the previous year, despite the departure of pilots who were not necessarily active or passionate.

Remember the second point mentioned in the preamble is that CVVS is 80% young people 17-24 years old, all studying and, if everyone remembers their youth as I experienced at 15, paying for my glider flight hours was a hassle, but at the time I could count on the rich gliding federation in France, which paid the flight hours to the most passionate (I was one of them) and I flew four years for free, doing about 80 to 100 hours a year. Currently our young people do not have more money to practise their passion for aeronautics.

So this is the second particularity and philosophy of the CVVS. Between the SAC's Youth Bursary program, our recognition by the City of Saguenay as a sports association, our sponsors and generous donors, the CVVS has been able to collect nearly \$45,000 over the past two years in order to provide the

young person free flying. Of course, he has to deserve it, but for those it's the reality, apart from paying their annual dues, one of the least expensive of all Canadian clubs. This will continue in 2023, and we will do some recruitment to get three to five new members.

A refresher course for our two instructors is planned for 2023 with a trip to the south of France to the Vinon club, which Pascal Mourgues is a member of. Possibly there will also be participation in a national competition for one of our young people in AC5-M. CVVS is just waiting for where and when a Canadian National competition will take place.

Finally, here are some small CVVS statistics:

year	no. pilots	total pilot time	avg./pilot
2021	12	103:48	8:39
2022	9	76:16	8:29

Despite our lack of pilot hours compared to 2021, our two-seater SF28 flew about the same number of airframe hours, 3 hours less than in 2021, with almost half the launches, and fewer engine hours so we saved on fuel with longer average flights per flight.

Aéroclub des Cantons de l'Est - ACE – Frédéric Chauvin

Les activités à l'ACE de Bromont durant la saison 2022 ont été très limitées. Nous n'avons pas eu de nouveau membre cette année. Nous avons eu 15 journées de vols, principalement avec le HK36. Nous avons vendu nos deux planeurs et nous en avons un en commande pour le printemps prochain.



ACE activity at Bromont was very limited for 2022. No new members and mainly 15 days of flight on the HK36. We sold two of our sailplanes and we have one on order for this spring.



TREASURER'S REPORT on 2022 Financial Activities

Jay Allardyce

EXPENSES FOR 2022 were higher than last year but in line with 2020 and 2021. The biggest expense this year was the Safety Grant. Many clubs were taking advantage of the Safety Grant money that they had accumulated over the last three years to make larger purchases that were eligible for reimbursement under the Safety Grant Program. Other expense line items were in line with other years.

There was no in-person AGM in 2022 and the SAC Board opted to meet virtually in the fall, both cut down travel expenses. The Pan-American Gliding Championships planned for Brazil were cancelled so the money that had been earmarked to support two Canadian competitors at this contest went unspent.

SAC's investments took a bit of a hit in 2022 with the market pull-back late in the year. SAC's investments had a balance of \$1,578,952 on 31 December 2022, a reduction of \$13,138 from the balance at the end of 2021. These investments provide an important source of money to help fund SAC's operations and are currently invested in blue-chip dividend stocks that over

the long term should provide good returns and cash flow to fund the operation. Just under 40% of SAC's expenses in 2022 were drawn from SAC's investments.

Looking ahead to 2023, the Board agreed to continue the Safety Grant in perpetuity so this will continue to be a budget line item going forward. Unused funds will not carry over from year to year so this will make the administration of the program much simpler.

The Board also voted to change the Youth Bursary program slightly to provide more funding to youth pilots and also to provide more funding to contests in Canada. These changes are covered in the report below.

If you or your club has an idea for a new SAC program or a modification to an existing program, please feel free to reach out to your Zone Director to share your idea. The Board is always looking for new and interesting ways to support soaring clubs in Canada.

Changes to SAC grants in 2023

Youth Bursary Grant After many years chairing the Youth Bursary Program, David Collard has decided to retire as Chairperson. David was one of the key people who helped establish the bursary many years ago which has been instrumental in supporting hundreds of youth at soaring clubs across the country. David was also instrumental in getting many key donations to the Youth Bursary Fund which helps to fund a portion of the bursaries each year. I'd like to thank David for his many years of service. He was a great supporter of youth in soaring and he has left big shoes to fill.

With David's retirement, the Board has decided to administer the bursary within the SAC Office. Applications for the Youth Bursary will now be directed to the SAC Office, and SAC's Office Manager Tom Coulson will assist with the management of the bursaries. In order to make the bursaries easier for the SAC Office to manage and also to make the bursaries simpler to administer for clubs, the Board has decided to make the following changes to the Youth Bursary Program:

- All bursaries will be \$500. Previously, if a club had multiple applicants, they were provided a sum of money that would be shared amongst several applicants and these funds may have been less than \$500 per applicant; however to make the program simpler, all applicants selected by clubs will receive \$500.
- There will be a maximum of five bursaries per club. If a club has more than five interested youth, they will need to select the most deserving youth.

- Clubs are no longer required to match the funding. Clubs may still opt to provide matching funding but this will be at the discretion of clubs.
- Bursaries cannot be used to fund a youth's participation in week-long flying camps. While week-long flying camps are a great way to get youth involved in soaring, there is no guarantee that youth who participate in these camps will continue to fly at the club after the camp is over. It is SAC's preference that youth that receive a bursary are contributing members of the club and will make efforts to be active within the club throughout the season.

We hope that these slight modifications to the Youth Bursary Program will make the program easier for clubs to administer and provide greater SAC funding to youth. Any questions on the Youth Bursary Program or the above changes can be directed to the SAC Office.

Contest Hosting Grant For several years, SAC has offered hosting grants to clubs that host regional and national contests. These grants are intended to provide a reward and incentive for clubs to plan contests. A suggestion came from a club that there should be a hosting grant for longer events that aren't quite a Nationals but that are longer than a typical Provincials. The Board agreed to modify the program to provide a \$3000 grant to clubs that plan a regional contest that is six or more day long. Regional or provincial contests that are less than six days will receive \$1000. Clubs that host the Nationals will continue to receive a grant of \$4000.

SAC 2022 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2022

	2021	2022
REVENUE		
Membership fees	57,507	60,720
Sales and Services	3,031	3,348
FTSC support from Insurer	10,000	10,000
Youth Bursary & Air Cadet	225	2,533
Total	<u>\$70,763</u>	<u>\$76,601</u>
EXPENSES		
Management fees	30,000	24,000
Professional fees	5,100	5,200
Bursaries	10,225	12,533
Membership & subscriptions	5,252	4,993
Safety improvement program	10,280	37,747
Free Flight	3,429	1,556
Postage	203	639
Cost of sales	1,543	1,096
Miscellaneous	930	806
Meeting & travel	3,076	0
Directors and Officers insurance	2,219	2,219
Bad debt (recovery)	(6,300)	0
Contest hosting grant	0	4,000
Sporting committee	1,006	1,171
Bank / credit card charges	415	273
Club marketing & publicity support	4,665	4,689
Website	5,656	6,083
Non-refundable HST/GST	<u>1,152</u>	<u>473</u>
Total	<u>\$78,851</u>	<u>\$107,478</u>
Operating		
REVENUE over EXPENSE	(\$8,088)	(30,877)
Gain on investment income	172,563	(11,242)
REVENUE over EXPENSE	<u>\$164,475</u>	<u>(\$42,119)</u>

Balance sheet – as at December 31, 2022

	2021	2022
ASSETS		
Current assets		
Cash	51,650	15,448
Short term investments	29,538	35,713
Accounts receivable	2,367	5,106
HST receivable	7,339	8,342
Prepaid expenses	760	1,010
Inventory	<u>7,530</u>	<u>6,716</u>
	99,184	72,335
Long term investments	<u>1,567,552</u>	<u>1,548,267</u>
Total Assets	<u>\$1,666,736</u>	<u>\$1,620,602</u>
LIABILITIES		
Accts payable & accrued liabilities	37,032	37,419
Deferred contributions:		
World contest	2,124	2,107
Air Cadet/Youth Bursary	71,672	68,562
Wolf Mix	<u>157,984</u>	<u>156,709</u>
	231,780	227,378
Total Liabilities	<u>\$268,812</u>	<u>\$264,797</u>
Net assets in funds		
Pioneer fund	1,006,375	968,071
Unrestricted assets	<u>391,549</u>	<u>387,734</u>
total	<u>\$1,397,924</u>	<u>\$1,355,805</u>
Total LIABILITIES & NET ASSETS	<u>\$1,666,736</u>	<u>\$1,620,602</u>

Notes

The complete audited 2022 financial statement is available on the SAC web site under "Docs"

2023 SAC BUDGET

REVENUES

1	Membership fees	\$60,000
2	FTSC insurance program	10,000
3	Sales of supplies	3,000
4	Pioneer Fund transfer	30,191
5	Air Cadet/Youth Fund transfer	5,000
6	Unrestricted funds draw	46,906
		\$155,097

EXPENSES

1	SAC Office Manager	\$26,400
2	Safety Improvement Grant	40,000
3	Office expenses	900
4	Cost of goods sold	1,500
5	Website maintenance	6,500
6	FAI/Aero Club of Canada	5,182
7	Directors & Officers insurance	2,115
8	Free Flight magazine	16,500
9	Board meetings	5,000
10	Flight Training & Safety	9,500
11	Sporting committee	5,000
12	Youth Bursary program	15,000
13	Club marketing program	6,000
14	Contest hosting grants	9,000
15	OLC contribution	1,000
16	Professional fees	5,100
17	Bank fees	400
		\$155,097

2022 Budget Actual

Revenue

Membership fees	65,000	60,720
Sales & Services	4,000	3,348
FTSC insurance program	10,000	10,000
Air Cadet / Youth Bursary	1,903	2,533
Wolf Mix transfer	4,047	0
World contest fund	<u>2,000</u>	<u>0</u>
Total	\$86,950	\$76,601

Expenses

Management fees	28,000	24,000
Professional fees	4,700	5,200
Bursaries	11,903	12,533
Membership & subscriptions	5,252	4,993
Safety Improvement program	40,000	37,747
Free Flight	33,000	1,556
Postage	500	639
Cost of sales	2,000	1,096
Meetings & Travel	5,000	0
D&O insurance	2,115	2,219
Bad debt (recovery)	0	0
Contest hosting grants	3,000	4,000
Sporting committee	12,853	1,171
Flight Training & Safety	5,900	0
Bank & credit card charges	400	273
Club marketing & publicity	6,000	4,689
Website maintenance	5,000	6,083
Non-refundable GST/HST	0	473
Miscellaneous	<u>0</u>	<u>806</u>
Total	\$165,623	\$107,478

SAC Youth Bursary Program 2022

This was another successful year supporting clubs with the SAC Youth Bursary Program. Thirteen clubs participated in 2022 with the 30 students listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$225 to \$499 after consulting on how the club wished to sponsor their applicant(s). In 2022, SAC matched \$12,533 of club funding.

Alberni Valley Soaring Association – Sawyer McClellan

AVV Champlain – Remi Chevrier, Daniel Alejandro Franco Rodriguez, Sarah Vafard

Centre Vol à Voile Saguenay – David Girar, Alex Martin, Jerome Renaud

Cdn Rockies Soaring Club - George Whyte, Graham Grant

Cu Nim Gliding Club – Kaleb Bagrowicz, Joshua Bagrowicz, Taewoo Kim

Edmonton Soaring Club – Sophie Cole

Gatineau Gliding Club – Jayden McDonald

Lethbridge Soaring Club - Celeste Garratt

London Soaring Society – Hayden Cornish-Miller,
Cameron Reichelt, Catharine Robinson,
Ethen Specht

Saskatoon Soaring Club – Anelia Wood

SOSA Gliding Club – Duncan Duong, Eliana Chan, Emerson Naruse, Oliver Naruse, Edward Shen

Toronto Soaring – Stefan Balta, Wendy Pshenychny

Vancouver Soaring Assoc. – Antoni Siwic, Arshia Sorourian

Thank you to all who helped make the SAC Youth Bursary Program successful in 2022.

Prepared by **Tom Coulson** for Dave Collard

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

There were a number of things that kept the committee occupied in 2022.

As usual Tyler Paradis was busy working on a couple of projects, the most exciting one being initial discussions with Nav Canada about being able to make some FLARM data available to controllers in real time. This became possible in the last year due to an upgrade in ATC systems that can allow selected outside data to be accessed by controllers. As is to be expected there are committees and studies that must be done to see if this can happen. Even if it moves ahead it is unlikely to come about soon, think years not months.

The wave lane trial that was mentioned in last year's report was successful and has resulted in an additional lane to the NW (Lane 7) being written into the agreement with the Cu Nim Gliding Club and the Edmonton Area Control Center. Further good news on the wave front was a move by Nav Canada to remove T638 from the airway structure south of Calgary. This will allow better access to the mountains under the northwest corner of the Cowley Block.

Also in the works is a review of some operating altitudes and procedures that we may be able to have altered to the advantage of some clubs. Many thanks to Tyler for his work on these fronts, hopefully leading to more successes to report next year.

On the eastern side of the country two major issues arose as post pandemic traffic increased at the airports surrounding Toronto. The first issue was a high profile near miss between a SOSA glider and a cargo 767 going into Hamilton. The second was a big rise in high speed traffic below 8000 feet around Waterloo that led to a number of uncomfortably close interactions between gliders and jets in the area around Toronto Soaring and York Soaring.

The 767 near miss led to a meeting with members of the SAC Safety and Airspace Committee and Transport Canada to discuss the situation. While no definitive actions resulted from the meeting the discussions led to a better understanding of the issues. What makes this serious situation particularly difficult to solve is that no one on either side is doing anything wrong.

In an effort to find some solutions to address the increase in Waterloo traffic, a meeting took place between soaring representatives and members of the Toronto Area Control facility in early December. Despite the difficulty of the issues, I was most impressed with the goodwill and enthusiasm that was displayed by both sides. The discussions led to a number of

local initiatives that will help to mitigate some of the problems in the coming season.

Despite these positive results and the goodwill on both sides there is nothing that can be done about the basic issue without major negative impacts on soaring in the area. All the airspace in question is class E and G and for the most part we are relying totally on visual separation between gliders and transport category aircraft. Until now the transport pilots have been carrying the load well. Most of the time the transport pilots have picked the glider up and avoided it. Despite what some will tell you, the glider pilot was usually unaware there was even an issue. I think we are vastly overestimating our ability to pick up a fast moving aircraft descending towards us on a constant bearing – even a very large one.

There is no panacea for this problem but I believe we as a community need to become much more proactive about getting transponders into gliders that operate in these areas. All the big airplanes, and many of the small ones, operate with TCAS systems. A functioning Mode C transponder makes us much more visible and likely to be avoided. Going forward I believe it is our best chance to be able to continue to access a large part of this airspace.

Last note: a big part of what the Airspace Committee tries to do is keep a high and positive profile with local and national air traffic control and Transport Canada. It makes a real difference to how we are able to work with other airspace users when something goes wrong if we have a good, pre-existing relationship with them. So in that light I'd like to thank Tyler for not only his work on various issues this year but also his attention to developing a good rapport with Nav Canada and Transport "out west". Thanks Tyler! All the best to everyone next season.

FAI BADGES – Walter Weir

Badge leg statistics, 2013–2022												
	13	14	15	16	17	18	19	20	21	22	5 yr avg	% of avg
1000 km	1	0	0	0	0	0	0	0	0	0	0.0	–
750 km	0	0	1	0	0	0	0	0	0	0	0.2	–
Diamond	1	0	2	5	2	0	2	0	3	0	1.4	–
Gold	2	3	1	2	1	1	2	2	2	5	2.4	208
Silver	7	13	9	7	2	11	10	8	11	10	10.0	100
C Badges	17	20	20	15	14	29	11	21	13	19	18.6	102
Badge legs	42	54	49	47	36	59	45	52	54	53	52.6	101
Badge legs	53	The following badge legs were flown: 7 Diamond, 11 Gold, 35 Silver.										

Chris Gough is now taking over the Badges duties in 2023. Send badge claims to badges@sac.ca

FLIGHT TRAINING & SAFETY – Dan Cook

SAC Safety Report See the separate Safety Report that has been prepared by David Donaldson, SAC National Safety Officer.

One area of my concern has been reports of hard landings with instructors during training. This is easily preventable. There is an FTSC presentation on instructor standards and it includes several slides on how to avoid various mishaps while instructing. If you are doing your own instructor training at your club, this presentation is highly recommended. For example, it explains that when coming into the roundout with the student flying and the airspeed has decreased below the minimum approach speed with full airbrakes out, the instructor should take control and close the airbrakes to check the rate of descent for the flare. Training gliders at 40-45 kts airspeed using full airbrakes close to the ground will have a high rate of descent, and raising the nose will only change the attitude in the last seconds but not the rate of descent. Verbal instructions to the student at that point can be ineffective as there is no time remaining for the instructor to react if the airbrakes are left open by the student.

David continues with his Safety Officer *Zoom* sessions and discussions on a *Howspace* SO page to share information online. There has been interesting information sharing on that site. If you are a club SO or CFI, send him an e-mail to give you access to the page (david.donaldson@greatlakesgliding.com).

Instructor Training The *Howspace* online Instructor Training has been used by several students but the finish rate has been disappointing. Key to getting through the eLearning is the mentor support from the clubs. This is a two-fold opportunity. It helps bring mentor instructors up to speed on the latest training materials/standards and it allows them to become more familiar with the strengths and weaknesses of your candidates. It is instructor team-building. The *Howspace* course includes a lot of material that supplements the basic instructor's knowledge and can be reviewed quickly and returned to as a resource when needed. Not all of it needs to be absorbed at once and there is mentor instructor training on the website to help focus on what should be learned first/best by candidates.

The Part A focus is on teaching theory (new to most) and Part B the practical teaching which includes Preparatory Ground Instruction, instructor lesson pattern and demos, and post-flight debriefing material. The mentor's role is to help fill in the flight lesson management part as experienced instructors and keep the students on track. Use of simulators is recommended but lessons can also be reviewed at the club in aircraft. The risk with the latter is lack of course conductor support of the demos. Keep in mind that the SAC/FTSC focus on instructor training is to develop instructors capable of teaching students to be safe independent cross-country soaring pilots (who stay with clubs) and not glider pilots who's only goal is to obtain a licence and move on to other non-gliding challenges.

Several clubs have approached FTSC to run instructor courses. Most instructor courses within OSTIV take two weeks (80 hr) on average to train instructors with professional trainers employed by their CAA and use central training schools. Once candidates attend, their full attention is captured to the task at hand. I have found that many who start the SAC *Howspace* instructor training package are left on their own to move through the information and life and other priorities get in the way.

Clubs need to set up milestones, mentors, and simulator availability to get candidates through the training. It is not easy, and it needs discipline. FTSC can assist and we are willing to visit clubs to help evaluate the success of the club mentored online training and also help periodically reviewing simulator recordings of candidate demos when provided. We are planning visits to VSA and TSC late spring to help with these reviews. If you want more instructors, get them on the Instructor Ground School on *Howspace*, mentor them through, and send us an e-mail when you would like us to help you validate the training.

Youth Instructors Charles Petersen is spearheading a Youth Flight Canada initiative to train younger glider instructors. The program plans to use simulators such as the *Mach 0.1* used by TSC and Ryerson University. Also, the plan is to include the SAC *Howspace* ground school for instructors and possibly CONDOR 3 when available for in-flight simulation with an instructor candidate in the back seat and mentor instructor in the front seat at two different locations. This would facilitate booking instructor lessons on a software program such as *Click n' Glide*, used by some clubs. Charles is looking for others who might be interested in helping with this "pilot" project.

National Safety Program (NSP) Status This is a performance measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of Annual Safety Reports at time of writing (60%), Club hazard/risk analysis (currently 90% of reporting clubs), Safety Audits (currently 72%), and Safety program manuals (75%). Examples are on the SAC website documents section in the Safety Officer Training manual. SAC also has renewed incentive programs for participation. The biggest improvement has been in the area of clubs doing their own risk analysis and the quality of reporting which is encouraging.

GASP David Donaldson has been participating in the General Aviation Safety Program committee with Transport Canada. There have been recent discussions on ADS-B and the airspace in the GTA with inputs from club safety officers. Incidents with gliders and airliners have the ability to greatly restrict soaring in areas where conflicts are at higher risk. Mandatory implementation is a possibility and participants have been actively discussing the pros/cons and impacts on the soaring community. ADS-B has not been resolved in the GA community and COPA is also actively involved in discussions with TC. Solutions sound simple but implementation is complex for many reasons. David has also joined the voluntary incident reporting committee which is setting up a database for GA under Carleton University funding. This will help streamline annual reporting of incidents allowing more club time for analysis.

SAC Document Review This has been delayed and is about to be renewed this spring with the *SOAR* manual as our first document to review. We have collected several comments and if you have any additional suggested changes to this or any of the SAC flight training documents, please forward them to Jason Acker (Jason.acker@soaring.ab.ca).

Approach Speed Monitor/AoA This project has not got off the ground and needs a champion to move forward. Perhaps

the benefit is not well understood. We have devices for us to warn of other aircraft proximity, gear not being down, canopies unlocked, etc. but nothing to help warn that airspeed is too low on approach. Too often speed decays when the pilot is distracted, and gliders have been in a stall/spin or caught in hard landings from microbursts. I have had some discussion with Andrew Huddleston, SAC member and a teacher at Algonquin College. There is funding available for student projects if they can meet certain parameters and there may be some students who might be interested in using the concept as a school project.

OSTIV TSP There has been no recent activity with the Training Safety Panel and we are due for another meeting this year. If you have ideas or information you would like to have presented at the next meeting, please contact David Donaldson. The last project we have worked on is the “*Glider Aviators Model Code of Conduct*” developed by the SSA Soaring Safety Foundation along with the FAA GA safety group. FTSC has obtained a copyright licence to use this code of conduct to develop our own code. It has been shared with club safety officer participating in the *Howspace* Safety Officer Page and meetings. FTSC has started discussions on how we might implement this code in SAC. We are considering implementing of parts of the code over a period of seasons.

Training Initiatives “Safe Sport” is an international movement based on an agreed *Universal Code of Conduct to eliminate Maltreatment in Sport* (UCCMS). Though one may argue that we are not a sport similar to gymnastics, hockey, or soccer, we do have youth and women in gliding, and soaring was an Olympic sport in the past. Although we are likely to be low risk, I am aware of some cases of maltreatment and society is becoming less tolerant of noncompliance. More *Safe Sport* information will follow in the season to come, but you can Google *Safe Sport* to see what it’s all about. Basically, it is about doing the right thing!

FTSC Personnel Changes I would like to thank FTSC member Daniel Leduc for all the help he has provided to the committee and work done for SAC. He is retiring from the committee and plans to devote more time to personal soaring goals. We are actively looking for a bilingual member from Quebec to join the team and bring a point of view from that region. We are looking for individuals with leadership experience and who have been a CFI or safety officer at the club level. I plan to retire also as chairman in the upcoming summer after 28 years on the FTSC. We are looking for someone who can devote the time to lead the committee and has the leadership skills and vision to make teaching and learning safer along with moving the sport forward with innovation of new technologies. I thank all the past and present FTSC members who have worked with me to contribute to SAC.

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

FREE FLIGHT – Ben Hornett

Regrettably, no issues of *FREE FLIGHT* were produced in 2022. Although quite a bit of work went into an unpublished issue, my involvement in club activities, work and an increasing amount of time devoted to soaring took priority.

I have decided to hang up the editor’s hat in 2023 and if you’re interested in taking on the role, please contact me or Bruce Friesen. I would be happy to offer what I’ve learned in the past couple of years. Thank you to all who supported the magazine with submissions and encouragement while I have been involved.

HISTORIAN – Bruce Friesen

It was a quiet year for the SAC Historian in 2022. The annual awards and trophies selections are complete, and the order placed for the keeper plaques. My Trophies and Awards report for 2022 is on page 40.

SAC INSURANCE OVERVIEW – Grant Robinson

During the 2022 gliding season the total number of insured aircraft was 307 (291 full coverage and 16 on Ground Risk Only) this number has remained almost stable from the prior term (308 to 307 total aircraft). The 2022 gliding season saw a drop in hull loss amounts paid or reserved fall from \$338K to \$242K. The total number of hull losses in 2022 was 13 (up from 6 in 2021-22) and the average loss amount was ~\$19K. This is a ~23% decrease in paid hull losses.

The chart on the next page shows the insurance history over the last 11 years. The overall loss ratio (A) during this period is 57.7%. This is the most important number to an insurance company. Most insurers require a total loss ratio under 60% to make an underwriting profit on a risk. This year’s losses are all hull losses. The total policy loss ratio for 2022-23 was 42%.

The insurer views your account as a hull loss account with frequency, and a liability loss account with severity, but limited frequency.

The total loss ratio (B) has gone over 60% (a very significant insurer underwriting threshold) four times in eleven years. As we see, the hull loss ratio is for the most part higher than the total loss ratio; this is as a result of limited liability losses in most years, which brings down the total loss ratio. The horizontal RED line on the chart represents the average total loss ratio over the 11 year period of 57.7%

The chart on page 31 shows a gradual increase in hull claims over time since 2012, which is a negative trend for your operation and your insurer. This is in part due to the higher average glider value, which is now averaging about \$62,000. The ORANGE line on the chart represents the average hull loss ratio over the last 11 years at 92.5%. The thick BLACK line represents the trend.

SAC has had the same insurance company for over 35 years, it understands your organization and operations, and how losses fluctuate over time. Your underwriters look at both the long term trends as well as the short term results. The more attention we pay to our individual and collective club safety efforts and operations, the more we will be able to help our ongoing premium rates and insurability as a group.

SAC Membership Submit memberships to the National office BEFORE the start of the regular flying season. Failure to have club membership updated to the SAC office could potentially create difficulties in handling claims involving both club and private aircraft as it creates a question as to whether the individual in control of the aircraft was a SAC member and therefore covered under the insurance policy.

Your SAC membership “validates” your insurance coverage, so please ensure that you complete 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.

FLARM Credit During 2022-23, our underwriter continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider/tow aircraft. The discount is available to all gliders and towplanes insured in the plan with an installed or designated FLARM unit at annual renewal. For the 2022-23 policy year, FLARM discounts of over \$26,881 were given to clubs and private owners in the SAC plan.

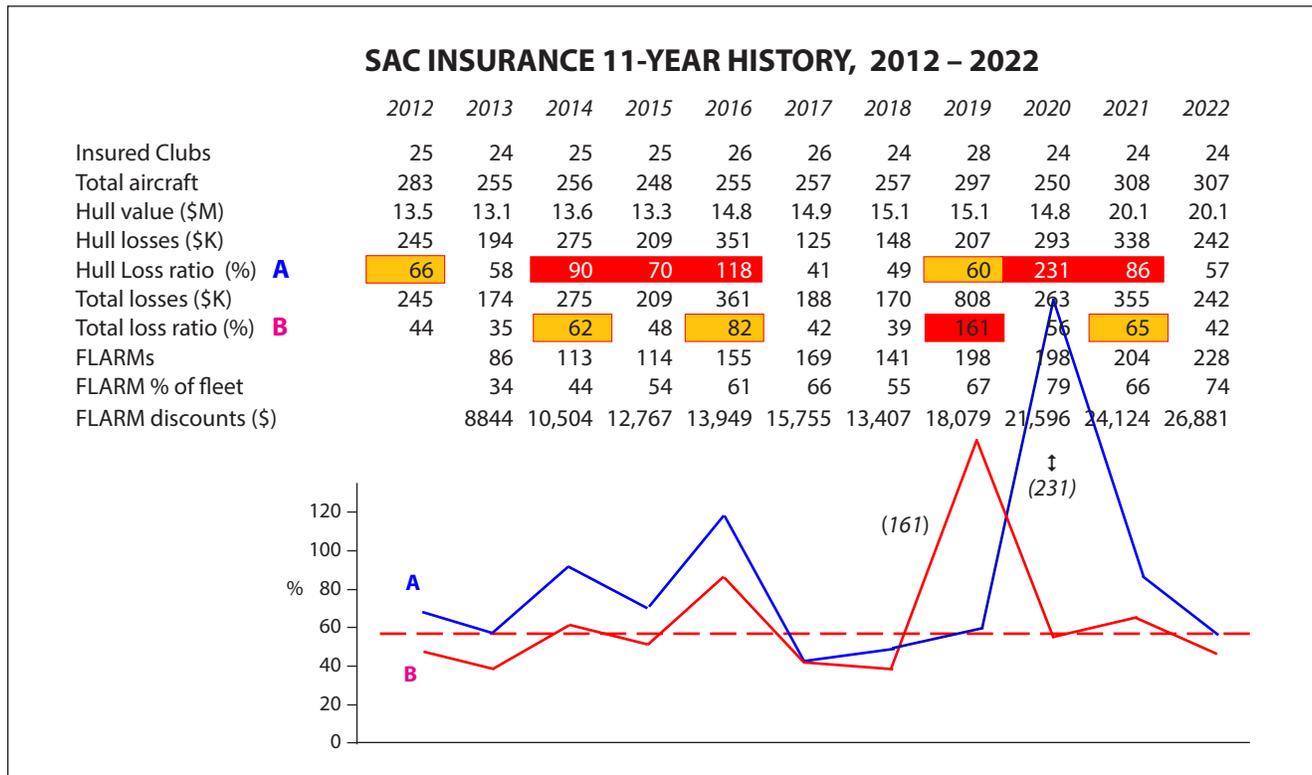
2023-24 Insurance Renewal The most competitive pricing

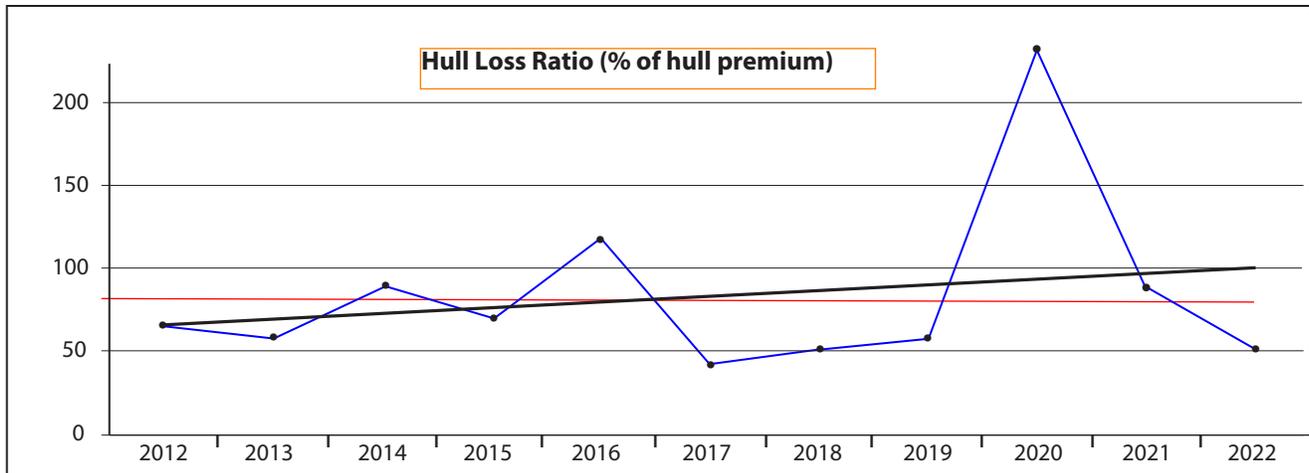
and coverage is still being provided by our current insurer CAIG. They have been the SAC insurer now for over 35 years. In 2022-23, Ground Risk Only coverage will continue to be on a “Special Consideration” basis. The forecast for private aircraft use is looking much more positive for this season given the overall anticipated ongoing improvement in the pandemic. Rates are expected to rise between 3%-8% for the 2023-24 gliding season. Inflationary repair cost will add pressure to hull claims in 2023.

The overall insurance marketplace has seen rate pressure on insurance premiums maintained over the last 12 months. The aviation insurance market is undergoing the same rate pressure. We are still seeing rate increases of 5-15% being common on private aircraft. The benefit of having been with the same insurer for so many years has assisted SAC in times like this when many insurers are withdrawing their capacity and reducing their aviation participation.

The 2023 policy year will run from 31 March 2023 to 31 March 2024. As usual, coverage will be automatically extended through 30 April 2023 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via e-mail.

Club renewal packages will be e-mailed to each club insurance contact as soon as available in mid-March. Private owner renewal notices will be sent out via e-mail as well. It is im-





portant to be sure to let us know if you have changed your e-mail address. If you have not received your renewal notice by 1 April, please contact me at insurance@sac.ca. Here's hoping a fun and safe year of flying for everyone in 2023.

RECORDS – Roger Hildesheim

After a year of no record claims in 2021, 2022 saw two records (territorial and citizen) submitted and approved. Joerg Stieber established a new Open territorial record for a 200 km Speed to Goal and Thomas Stieber (Joerg Stieber) set a new 500 km Speed triangle multiplace citizen record in Namibia.

Congratulations to Joerg and Thomas on these great flights!

Pilot: Joerg Stieber
Date/Place: 14 July 2022, Rockton, ON
Record Type: 200 km Speed to Goal, Territorial, Open
FAI Category: SAC
Sailplane Type: ASG-29E (C-FYKT)
Speed: 138.1 km/h
Previous record: Nick Bonnoiere, 131.2 km/h, 2010

Pilot: Thomas Stieber / Joerg Stieber
Date/Place: 2 December 2022, Kiripotib, Namibia
Record Type: 500 km Speed Triangle, Citizen, Multiplace
FAI Category: 3.1.6b
Sailplane Type: Arcus M (D-KWMMR)
Speed: 144.0 km/h
Previous record: Joerg Stieber/Thomas Stieber, 135.7 km/h, 2018

SAC OFFICE – Tom Coulson

It has been a little under two years since the office was moved from the COPA office in Ottawa to its current location in Cambridge, ON. As part of the move, a new VOIP phone system was established. Simple and inexpensive, this phone system has been effective and send e-mails or voice messages to me so I can respond timely. Of course, if I am there, I will answer right away. E-mail addresses are the same as before and I am best reached at sacoffice@sac.ca while e-transfer payments can be made to sac@sac.ca without needing a password.

My time is mostly split between membership updates, payment of funds (bursaries and grants), bookkeeping, shipping supplies, and sending the yearly tax receipts.

Membership information is important. I still have a few members without proper contact info. If your contact information changes, please let me know. Membership this year was 887 with just under 14% being Junior and Youth. As one might expect there was a decline over the 2020 and 2021 seasons of about 13%. This year it increased just over 5% from 2021. There is obviously interest out there in learning to fly. There were 171 members who joined for the first time this year with almost a third being Junior or Youth.

SPORTING – Jörg Stieber

International Gliding Commission *Joerg Stieber*
 I attended the IGC plenary meeting, again held virtually using Zoom in three daily sessions 1200-1500 UTC on 3-5 March. The upcoming IGC plenary meeting will be held in Copenhagen on 3-4 March, 2023. Canada will be represented by our alternate delegate, Jarek Twardowski.

A proposal to remove the requirement for periodic calibration of flight recorders turned out to be very controversial as it was strongly opposed by the IGC Sporting Code and the flight recorder (GFAC) committees. It was decided to continue the discussion at the 2023 Plenary Meeting. A summary of all decisions as well as the minutes of the meeting and committee reports can be downloaded at <http://www.fai.org/igc-documents> – select the section Meetings.

With virtual, simulator-based competitions rapidly gaining popularity worldwide, the participants of the meeting were invited to an impressive demonstration of a virtual Sailplane Grand Prix race.

Revision of Canadian Nationals Rules *Joerg Stieber*
 In the spring of 2022, Branko Stojkovic spearheaded the revision of the rules for Canadian National Soaring Competitions to make them compatible with IGC scoring and the publication of the results through *Soaring Spot*. The 2022 edition of the rules

was used for the first time during the 2022 Canadian National Championships without any apparent problems.

Canadian National Championships 2022 *Chris Gough*

This was the best contest ever flown in Canada. The ESC members put in a monumental effort to convert the club into a first class competition venue. The runway work during the pandemic provided the contest with a perfect field to grid, launch and tie down. A shower/toilet block and water tank was brought in to alleviate the demand on the club's well water. The towplane hangar was converted into the contest meeting area. The whole grid was launched in under an hour every day using ESC's two Pawnees and CAGC's Scout, the towpilots, and a very efficient launch crew.

For the first time at a Nationals, we used the *SoaringSpot* software for instant scoring. The social committee put on evening meals and events including the famous pig roast, Ukrainian banquet, paper airplane competition, open mic night, and gliding themed piñata. And of course, the soaring weather was spectacular! The highest contest speed and distances we have ever seen in Canada thanks to the excellent work from our contest director, task committee and meteorologist. There were no accidents and all incidents were well managed by the pilots and safety officer. The top 5 Pilots in each class were:

Club Class (15 competitors, 7 days)

1 David Cole	TZ	ASW 20	6509
2 Marian Rakusan	MR	ASW 20	6422
3 Jay Allardyce	DX	ASW19	6074
4 Patrick McMahon	SO	LS 4	5757
5 Sergey Skobkarev	EB	ASW-20	5712

FAI Class (10 competitors, 7 days)

1 Joerg Stieber	JS	ASG 29E 18m	6859
2 Christopher Gough	99	Ventus b 16.6	6797
3 Team WRT	WRT	DG1000/20m	6163
4 Ben Hornett	EH	LS6B	5443
5 Bryan Swansburg	FB	VentusC/17.6M	5056

Canadian Pilots in International Comps *Chris Gough*

With the Covid-19 restrictions lifted over the winter, 2022 was the first opportunity in three years for Canadian pilots to fly in US competitions. Participation was lower than pre-pandemic levels but Canadians still had some good results.

Senior Soaring Championships, Seminole Lake, FL – Mar 12-18

Two Canadian pilots flew in a one-class handicapped format, Joerg Stieber and Andy Gough. Andy withdrew after the first day. (59 competitors, 4 days)
7th Joerg Stieber 96.3%

Region 5 North – Perry, SC – April 18-23

One Canadian pilot flew in 18m class.

18m Class (26 competitors, 5 days)

4th Sergei Morozov	ASG-29-18	97.8%
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US 18m Nationals – Lancaster, SC – May 10-18

Two Canadian pilots flew in 18m class, Sergei Morozov and Jerzy Szemplinski. Jerzy withdrew after the first day.

18m Class (22 competitors, 5 days)

6th Sergei Morozov	ASG-29-18	93.9%
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US Region 8 – Ephrata, WA – 27 June to 2 July

4 Canadian pilots flew in 3 classes. On the last day, Canadians won in all 3 classes including James Swank in his Ka6E!

Club Class (8 competitors, 5 days)

6th Dennis Vreeken	DG-808B-18	86.5%
7th James Swank	Ka6E	83.7%

18m Class (5 competitors, 5 days)

2nd Mike Thompson	ASG-29-18	95.9%
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FAI Handicapped (7 competitors, 5 days)

1st Chris Gough	Ventus b-15	100%
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Club Class Nationals, Moriarty, NM – 30 Aug to 8 Sept

Two Canadian pilots flew in the handicapped Club Class.

Club Class (24 competitors, 8 days)

3rd Chris Gough	Ventus b-15	93.0%
12th Marian Rakusan	ASW-20	83.1%

OLC Canada 2022

Emmanuel Cadieux

The 2022 OLC season ended on 19 September. 282 Pilots were registered, and 269 achieved combined distances of more than 50 km. Note: The club score also includes flights scored by club members outside Canada.

Flights scored in Canada in last 4 years

	2019	2020	2021	2022
Number of participants	286	283	297	282
Total flights in Canada	2971	2628	2814	2702
Total km in Canada	516,343	501,611	497,669	473,371
Highest km by a pilot	20,077	19,292	18,787	17,537
(André Pepin – 60 flights)				
Highest km by a club	84,016	117,226	79,135	88,170
(SOSA, 426 flights, 53 pilots)				

Winners and Achievements:

Best flight of the year Chester Fitchett, Arcus M, Cu Nim Gliding Club; 16 October 2021, 1600.74 km, 1531.90 OLC points.

OLC-Plus Canada Champions (6 best flights):

1 Jerzy Szemplinski, SOSA Gliding Club	4608 pts
2 Chris Gough, Cu Nim Gliding Club	4546 pts
3 Joerg Stieber, SOSA Gliding Club	3942 pts

Speed-OLC Canada Champions (6 best flights):

1 Joerg Stieber, SOSA Gliding Club	730.6 pts
2 Chris Gough, Cu Nim Gliding Club	713.3 pts
3 Branko Stojkovic, Vancouver Soaring Assoc	693.2 pts

Congratulations to Chester, Jerzy, Chris, Joerg and Branko on outstanding flights!

OLC Canada Junior Champions (6 best flights):

1 Daniel Alejandro Franco Rodriguez, AVVC	621 pts
2 Duncan Duong, SOSA Gliding Club	506 pts
3 Matthew Lucinski, SOSA Gliding Club	368 pts

Western Canadian & AB Provincial Championships *Chris Gough*

Cu Nim will host a weeklong contest 15-21 May with a practice day on 14 May. Concurrently, the Alberta Provincials will be held on 19-21 May for those who cannot attend the whole week. The weather this time of year at Cu Nim can be fantastic. Meals and social events are planned throughout the week.

Canadian National Championships 2023 *Joerg Stieber*

The 2023 Canadian Nationals will be hosted by SOSA 26 July to 4 Aug, practice days 24-25 July. Three classes are planned: 18m, 15m/Std handicapped and Club Class. Classes may be combined if there are not sufficient competitors in any of the classes.

Contest Manager: Virginia Thompson & Dave Springfield

Contest Director: Ed Hollestelle, Sr.

International Competitions in 2023/2024 *Joerg Stieber*

5th Pan-American Championships 2023, Yoder, Kansas

The 5th PAGC to be held at the Sunflower Aerodrome in Yoder, KS from June 6 to 17. The official training period will be 3-5 June. However, the airfield is available for practice from 1 June on. Bulletin 1 has been issued. Final entries and payment of entry fees are due by 31 March. The championships will be held in two classes: Combined 15m/Standard and Cub Class. As of 26 February, Canada is planning to enter four pilots in 15m/Std and two pilots in Club Class.

US 18m Nationals & UvaldeGlide 2023 – Uvalde, Texas

The US 18m Nationals will be combined with the Pre-Worlds (UvaldeGlide) for Open, 20m two-seat and 18m Classes. The competition dates are 14-15 August. So far, four Canadian pilots are planning to compete in this contest.

37th WGC for 15m, Std & Club Classes – Narromine, Australia

The competition dates are 2-16 December. The registration is open until 30 October, 2023. Most likely, Canada will not field a team for this competition.

38th World Gliding Championships for Open, 18m and 20m

Classes in Uvalde, Texas

August 14 to September 1, 2024. Several Canadian pilots are interested to compete in the 38th WGC. Canada will most likely field a team.

Future Pan American Championships

After having to cancel in 2021 due to Covid, Brazil is bidding for the 6th PAGC in 2025. The bid will likely succeed as there are no competing bids. For the following, 7th PAGC in 2027, it would be Canada's turn again. We need to decide by 2024 at the latest if we want to take this opportunity. If the answer is yes, we need to submit a bid to IGC in time for its Plenary Meeting in March 2025.

FAI World Series 2023 – Virtual Gliding Comp *Chris Gough*

With the rise in popularity of E-sports around the world, the FAI is attempting to join in on the trend with the FAI World Series. The second event was held on a Canadian landscape in Invermere, BC on 23 February, 2023. Ryan Wood and Chris Gough commentated via a *Twitch* stream during the event. The competition is continuing throughout the year in various countries until Dec 16. Registration is open until the end of competition so there is still opportunity for you to join.

CONDOR competition already has a good following in Canada with a number of popular competitions running, including Gatineau Gliding Club, Great Lakes Gliding Club, and *Proving Grounds*. All of these competitions are open to newcomers. If you have not joined a *Condor* race yet, I encourage you to give it a try. With Canada's winter climate shutting down soaring, it is a great way to keep sharp during the off-season.

Branko Stojkovic is leaving the Committee *Joerg Stieber*

In February 2023 Branko resigned from the Committee for personal reasons. In the name of the remaining SC members, thank you Branko for your contributions and support. Any pilot who is interested in joining the SC, please contact the SAC office.

Sporting Committee chairman: *Jörg Stieber*

members: *Branko Stojkovic, Chris Gough*

Emmanuel Cadieux

SAFETY – David Donaldson

Ever feel like you are living the movie *Groundhog Day*? You know, that one where the day keeps repeating no matter what you do. Here we are, another soaring year done, another about to begin. Based on the numbers, we are not making progress. 2021 saw 173 incidents and 10 accidents. In 2022 we had 182 incidents and 12 accidents. The number of flights was also about the same, just over 13,000 reported, the only real difference is that in 2022 we had a fatality. Sadly this accident was preventable as the pilot took off without the elevator control rode connected.

A big difference this year from the previous is the number of near misses that were reported, 14 in total. Four involved large jet transports. One of these was a 767 that had to alter course while on the approach to land. This incident led to multiple meetings with Transport Canada and Nav Canada, these conversations are ongoing. Another incident involved a glider thermalling 500 feet below cloudbase when a 737 descended from the clouds.

What is more concerning is three reports of gliders violating controlled airspace. The airspace continues to become more and more crowded. We are not the only aircraft up there and we need to follow the rules, both the legislated ones and the in-good-faith cooperative ones, that we have negotiated in order to prevent incidents like these from happening. A shout-out to those who took action and hosted a mid-season refresher on airspace and traffic patterns, thank you.

Sadly, we still see the same issues recurring. Pilots still bypass procedures, skip checklists, and step outside known established rules. Regularly this works and flights are completed without further incident. Many, dare I say most, aviation accidents have links in the chain that include a history of breaking those very rules designed to keep pilots out of harm's way. This is at the root of the old expression, "*There are old pilots, there are bold pilots. There are no old, bold pilots.*"

Aviation safety is not a destination, it is a journey. It will never be the case that we have solved the problem. As long as we continue to fly there will be incidents and accidents. There will be lessons to be learned and re-learned. Experience is an interesting teacher – it does not differentiate a positive lesson from a negative one. A negative lesson is one where we push the limit, one where we break the rules and do something we know we should not and we get lucky, we get away with it. The next time we face the same situation, how are we inter-

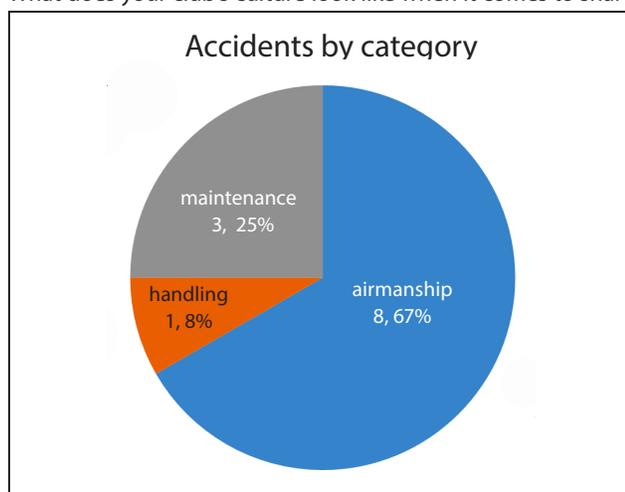
preting the previous experience? "It worked last time so, yeah, I'm good to go." Or, "Last time I got lucky, scared myself, and don't want *that* to happen again." We all make mistakes and, through a combination of luck and skill, we work things out. Relying on luck is a recipe for disaster.

The best pilots are those who continually learn and re-learn. I opened a conversation among the safety officers with the question, "Why do we do annual reporting? What is its value?" This conversation was prompted by an inquiry from a safety officer questioning if a certain incident should be reported. The incident in question was a spring check that encountered sink on downwind resulting in an abbreviated circuit and a very low turn to final. The safety officer's comment was that this is not an incident, the glider arrived with enough energy (height and speed) at the end of the runway. For context there were three flights that day that ended in the similar situation. We discussed the conditions for the day, adjusted our approach and did not have any further incidents. We learned from each other's experience.

What is the purpose of annual reporting? The common answer is to identify trends and take corrective action based on what has happened. While that is part of it, an important part, it is not the full story. If we are only taking corrective action based on reporting, we are using a lagging indicator. We are waiting for the accident then correcting to prevent re-occurrence. This approach typically results in a long list of if this condition/scenario then do this. We cannot make a rule for every condition/scenario. The biggest value of annual reporting is to build a learning culture. A culture where we freely and openly discuss what has happened, not to assign blame or punishment, to learn from those experiences. From my interview with Chris Hadfield (*Free Flight 2016/03*):

"Some days you get yourself into a set of circumstances that you didn't anticipate and other people should learn from those mistakes ... I have watched pilots kill themselves because they didn't learn from other people or they thought they couldn't make a mistake. You need to develop a mindset that will help stop that, or at least head it off at the pass, wherever you possibly can."

What does your club's culture look like when it comes to shar-



ing mistakes and learning from each other? When a pilot makes a mistake, do they have an instructor or senior member berating them for making a mistake or breaking a rule, or is there an open and generative conversation about what happened and how we can all learn from that situation/scenario?

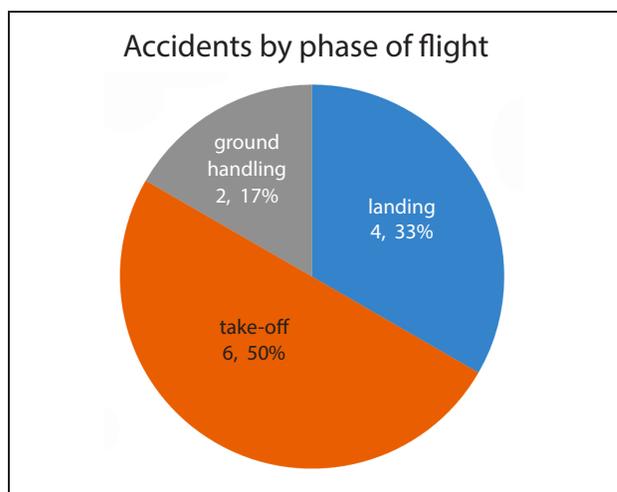
There is a ray of light in this year's report. We continue to see increased reporting of pilots doing the right thing. Identifying and breaking the chain of events, preventing it from developing into an accident. More and more that conversation is happening. We are seeing a culture of communication happening across the country. More clubs are having spring safety seminars. We are seeing increased use of digital media to spread the word. Podcasts like *The Thermal* and educational sessions like *Hangar Talks*.

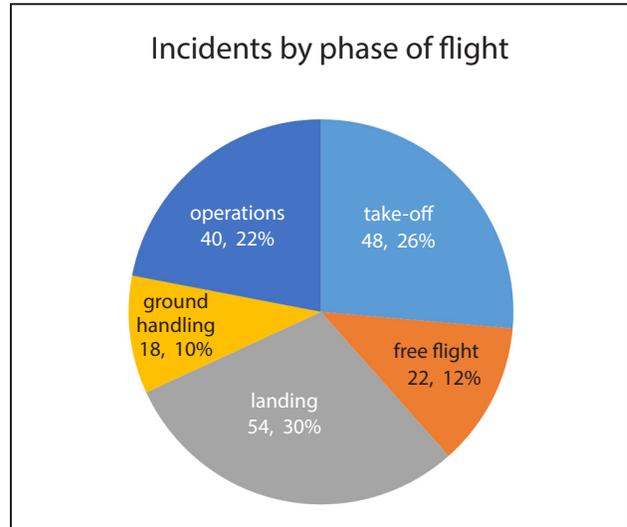
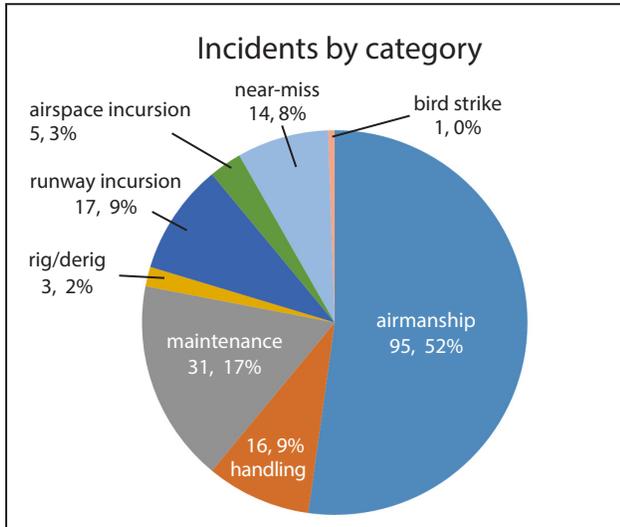
We have already implemented a Safety Management System (SMS) of sorts. We regularly report, analyze, and adjust policies and procedures. The next evolution of safety is to shift our culture. We continue to see more and more of a learning culture, one where we are learning not only from our own mistakes, but the mistakes of others. Let's have those open conversations about our mistakes and learn from them.

Flying is tough. There are lots of important details and it is an environment that is intolerant of mistakes. As leaders within our sport, let's lead by example. As members of our sport, let's demand no less. It is up to you.

Accidents

- 1 Motor glider took off without its elevator control rod connected. The aircraft climbed initially, then descended before hitting a row of trees. The pilot was fatally injured.
- 2 Glider drops a wing on initial tow. Pilot attempts to correct and continue the take-off. Tow pilot released the glider as it was now out of position and pointing about 15 degrees off the centreline runway. The glider continued into a ploughed field resulting in damage to the undercarriage. The glider was written off.
- 3 Rear canopy opened in flight after take-off resulting in the Plexiglass departing the canopy frame. The pilot released at 1500 agl and landed with no further incident.





- 4 Towplane parked, not tied down, parking brake not set. Wind pushed down hill, into a car damaging the wing and ailerons. Contributing factors: towplane was moved out of the way to allow access to the aircraft planning to be used that day (it was a quiet day), and the wind did not pick-up until later in the day.
- 5 While pulling a wing of 2-seat glider out of the trailer, a member noticed the wing tip slipping from its sling, they entered the trailer and supported the wing tip to prevent it from dropping from the sling, injuring their shoulder.
- 6 Towplane blew cylinder while towing glider. Returned to airport for a safe landing.
- 7 Glider ballooned on roundout/landing that developed into a PIO resulting in damage to the nose and nosewheel. Contributing factor was the student pilot was trained on a 2-33 to solo with the Air Cadets and recently transitioned to a fibreglass glider.
- 8 Glider landed hard resulting in substantial damage to undercarriage structure. The glider was deemed a write-off. Student on previous flight flew entire flight to solo standard was a contributing factor.
- 9 Towplane experienced fuel exhaustion and landed in a field resulting in gear collapse.
- 10 Motorglider aborted take-off resulting in gear up landing with damage to fuselage and wing.
- 11 Towplane loses power on tow resulting in a forced landing and the aircraft was written off.
- 12 Glider lands short of the runway, resulting ground loop damages wing and empennage. High sink on base and final, tall grass off runway end were contributing factors.

Incidents (Nats)

- 1 Gaggle flying resulted in several reported events. A wide variety of glider's performance (thermalling speeds and turn radii) was a contributing factor.
- 2 Concern expressed regarding prioritizing efficiency over safety when on course.
- 3 Self launching glider suffered an engine failure at 800 ft on takeoff. The pilot executed a return to the airfield and landed without further incident.

- 4 There were nine landouts. One involved a pilot using his cell phone for XC Soar resulting in a drained battery so he was unable to call for a retrieve. OGN was used to locate the glider for the retrieve.
- 5 Guests in an unsafe position for observing the take-off of the grid. Initially were in a safe position until the front of the grid moved back, past their position.

Incidents (club operations)

- 1 Effectiveness of the wing runner protocol (student pre-take-off checks) was evaluated by an instructor. The instructor did a control check and closed, but intentionally did not lock the spoilers. Wing runner did not accept the closed and locked response to spoilers after observing the spoilers slightly raised (unlocked). After further challenges and verbal cues the student applied pressure to the handle and locked the spoilers.
- 2 Towplane suffered an engine failure on short final due to fuel exhaustion resulting in an off-field landing with no damage. Spontaneous nature of the decision by the second tow pilot to tow was a contributing factor.
- 3 Glider thermalling in High Key area.
- 4 Radio transmissions not readable, radio changed.
- 5 Glider gear collapse after initial touch-down on landing.
- 6 Dog on runway.
- 7 Retrieve vehicle crossing runway at an angle, contrary to stated procedures of crossing directly (90° angle) after confirming clear runway.
- 8 Visiting power plane landed during grass cutting operations, nearly colliding with the mower.
- 9 Glider trim mechanism adjusted incorrectly (maintenance). This issue was discovered when a pilot flew the glider and noted it did not feel right and investigated.
- 10 Wrong call sign letters displayed on underside of wing. The glider call sign was changed, the underwing paint was not updated.
- 11 Glider landed long with gear up. Contributing factors: 1) first flight on type for the season, seventh flight on type overall, 2) low currency, only one flight on type in last 12 months, 3) challenging conditions, weather was

- windy, 14 gusting 24 kts, 4) encountered sink on downwind leading to a rushed circuit and did not complete prelanding checklist. 5) mistakenly actuated flap handle instead of spoilers resulting in landing long/increased focus on why the glider was not descending as needed/expected.
- 12 Pilot concerned that a club Strong chair-type parachute was mis-rigged. The chute was examined by an experienced member, and it was determined that the leg strap was twisted where it passes through the seat cushion.
 - 13 Glider initiates right turn on tow without releasing the rope. Pilot reports pulling the release and assumed the rope released and initiated the right turn. Tow pilot released the rope when he felt tail being pulled sideways, glider pilot also released at the same time resulting in the tow rope falling into a farmer's field.
 - 14 Tail skid partially detaches on landing due to bumps in runway.
 - 15 Glider and power plane (Cessna) approached head-on with no FLARM alert. Both aircraft alter course to the right, the power plane dived and passed 50-100 below and to the left of the glider.
 - 16 Power plane passed over glider in close proximity (near miss) with both aircraft at about 4600 ft. The glider was not FLARM equipped. There was no radio contact, the glider was within five miles of a busy airport and was not on the airport traffic frequency.
 - 17 Towplane cowl became unlatched in flight.
 - 18 Power plane intruded circuit without radio calls (wrong frequency), glider orbited to maintain separation.
 - 19 While rigging at the start of the season, member hit the bridge of his nose on the trailing edge of a glider wing sustaining minor injuries.
 - 20 Glider flown without positive control check. Interruption of DI and start of the season contributing factors.
 - 21 Towplane nosed over during taxi turn. Gusty wind conditions a contributing factor. Engine mixture was cut preventing any prop/engine damage.
 - 22 Glider being towed back to launch, wingtip nearly hits parked golf cart.
 - 23 Pitot tube disconnected during main maintenance work resulting in flight with non-functioning airspeed indicator. Pilot referenced GPS ground speed and landed without further incident. Maintenance did not involve the pitot-static system.
 - 24 Altimeter was incorrectly set resulting a difference from GPS and altimeter causing momentary confusion. Pilot landed using angles in the circuit and landed without further incident.
 - 25 Unqualified guests were performing wing runner duties to launch gliders.
 - 26 Glider PIOed and got high out of position on take-off. The pilot released at about 200 feet and executed a low speed 180° turn resulting in a firm landing. Moderate turbulence was a contributing factor.
 - 27 Take-off rejected after cowling opened during the initial roll. Contributing factor, the need to check oil between tows due to known oil leak.
 - 28 Take-off rejected after cowling opened during the initial roll. Second occurrence of the above incident
 - 29 Gear retracted during take-off. As the glider has attained flying speed, it "bounced" into the air completed the flight. Rough runway surface was a contributing factor.
 - 30 Landing gear retracted as pilot was getting out of glider after landing. Post flight maintenance found that the gear mechanism was not latching properly, and it was repaired.
 - 31 Pilot felt very hard bump on take-off and nearly interrupted the take-off.
 - 32 Glider groundlooped after pilot attempted to turn off the runway into wind. Directional control was lost and the glider rotated 180°. The pilot applied forward stick to reduce pressure on the tail. Post-flight inspection found the right wing tip wheel loose, but no other damage.
 - 33 Glider was observed in a very shallow slipping turn to final at very low altitude.
 - 34 Towplane parked with mags on and parking brake off.
 - 35 The cockpit floor plate was loose preventing left rudder pedal movement.
 - 36 Communication difficulties between instructor and student due to language barriers.
 - 37 Wing runners did not know the emergency signals. Contributing factor was that they were new members.
 - 38 Golf cart driven down the middle of the runway to retrieve a glider after landing.
 - 39 Wing interrupting pre-departure checklist to attach glider before canopy was closed. (several occurrences)
 - 40 The *Canopy closed/Spoilers locked/Tail dolly off* checks NOT done before attaching tow rope (several instances).
 - 41 The wing raised before pilot ready signal given (several instances).
 - 42 Towplane taking up slack before signals were given.
 - 43 Glider was observed going out of position repeatedly after take-off resulting in a slack in the rope. The pilot released and returned for a downwind landing. Contributing factor was the glider was out of trim and a hesitation to use spoilers when there was slack in the rope.
 - 44 Oil cap became loose after one flight releasing oil inside engine cowling and outside the left-hand side of the fuselage. Oil pressure and temperature were normal.
 - 45 Fuel sample cup interfered with control movement after becoming wedged under rear seat control column.
 - 46 Towplane primer failed to lock, resulting in fuel dripping in cockpit.
 - 47 Towplane VHF Comm intermittent, several calls from gliders were missed.
 - 48 Glider entered downwind at roughly 500 feet. A modified circuit was performed with base turn close to mid field resulting in the glider landing long and rolling past the end of the runway.
 - 49 Glider ground collision while towed by golf cart. Contributing factor the glider was left attached to the golf cart after it was parked. The next driver did not realize the glider was still attached when they used the golf cart. The glider was inspected, and no damage was found.
 - 50 Golf cart roof struck the horizontal stabilizer of glider when positioning for towing the glider back. The glider was inspected, and no damage was found.
 - 51 Canopy found unlocked prior to launch during training flights. (several occurrences).

- 52 Pilot lost directional control on landing while attempting to clear the runway resulting in a groundloop of 180°. Inspection revealed no damage.
- 53 Glider crossed runway center line, crosswind leg, on circuit downwind of the runway in conflict with the departure path of aircraft taking off.
- 54 Glider lands in runway safety area between runway and taxiway. (several occurrences).
- 55 Glider positioned for take-off with wing over long grass. Glider repositioned before take-off.
- 56 Unintentional tow rope release from towplane on take-off.
- 57 Unintentional tow rope release from towplane just before glider release at altitude.
- 58 Unintentional tow rope release from towplane just before glider release at altitude.
- 59 Fuel cap not properly secured resulting in fuel being vented overboard. Tow pilot noticed lower than normal fuel indication in RH tank and investigated. Ground crew assisting in refuelling was a contributing factor.
- 60 Glider on a ferry flight (XC tow) in marginal weather conditions experienced inflight icing. Canopy fogged up shortly after take-off. As the flight progressed, ice started to accumulate on the glider and the pilot noted difficulty in controlling the aircraft as well as difficulty in seeing. He elected to terminate the flight early after experiencing excessive slack in the tow rope, "touching my left wing". Early season eagerness to start checkouts by ferrying to another airport that was delayed from the day before was a contributing factor.
- 61 Glider was landed gear up. Contributing factor was the wrong circuit initially flown and the pilot to decide to raise the gear to improve performance of the glider while reversing his circuit, this was done after the pre-landing checks were complete.
- 62 Canopy blown open by wind when parked with canopy left unlocked resulting in minor damage to the canopy frame.
- 63 Glider pilot spots 737 about 5 nm out, following the same cloudstreet. Glider adjusted to avoid conflict.
- 64 Glider pilot alters course to the left to ensure separation of 767 observed approaching and crossing the glider's path.
- 65 Person walking on runway prevented landing glider from clearing runway during roll-out. Contributing factor was person looking at their phone contrary to club policy.
- 66 Glider thermalling in towplane circuit (downwind leg, close to base)
- 67 Glider entered Control Zone for a couple minutes and only by a few hundred feet.
- 68 Two gliders approached head on. One turned left instead of right. Both flights were completed without further incident.
- 69 Glider on the wrong side of the airport, too low to get to high key on left circuit, continued to left circuit and completed a dangerously low circuit instead of conducting a right hand circuit with appropriate radio calls.
- 70 Two gliders collided while being ground towed resulting in cosmetic damage. The wing walker of the glider moving was on the wrong wing tip for the given maneuver as per club operating procedures. Contributing factor was instructor workload and new students operating the ground tow and walking the wing.
- 71 Groundloop on landout. Pilot on 50 km for Bronze badge chose farm airstrip lined with corn for landing out. Wingtip caught the corn just before touchdown resulting in a ground loop on landing.
- 72 Groundloop on landout. Wing tip caught wheat on landing resulting in a groundloop resulting in a cracked wing root. Pilot was attempting a 500 km and was fixated on completing this badge after a failed attempt when the glider battery did not last long enough to successfully record the flight track.
- 73 Glider winch launched with two gliders in the circuit. Launching glider did not reach full altitude and entered an abbreviated circuit with no radio call. #3 glider in the circuit forced to change runway to avoid colliding with the glider conducting abbreviated circuit. Contributing factor was the ground vehicle retrieving the winch cable after launch.
- 74 Tow pilot aborted circuit after turning base and observing a glider in the circuit, also turning base. Both aircraft landed without further incident. Contributing factors, towplanes using ever-tighter circuits to improve efficiency and the tow pilot missing the downwind call by the glider pilot.
- 75 Towplane approached too low and caught tow rope on power lines resulting in a broken tow rope.
- 76 Tow rope broke after student completed boxing wake exercise resulting in slack rope.
- 77 Multiple rope breaks reported through the season, only two reported. Member repairing the ropes reports "many more than that", even three in one weekend.
- 78 Glider experiences hard landing after stalling three feet above the ground. The intended approach speed was 60 kts. The glider was flown at 50 kts on the approach. Contributing factor was a frontal system passing through at the time of landing producing wind shear and unusual gusts "coming from all directions".
- 79 Towplane being taxied struck a tree when turning around for parking on the side of the runway. Contributing factors were a new pilot and the uneven surface.
- 80 Boeing 767 took evasive action to avoid colliding with a thermalling glider. The aircraft were at 3000 agl, the 767 was on an ILS approach to landing. The glider pilot reported not seeing the 767 until after it had turned to the right, they passed 200-300 ft apart at the same altitude.
- 81 Glider battery power level prevented lowering of gear for landing. Emergency gear-down selector used successfully.
- 82 Golf cart driven onto active runway with glider on short final in spite of stopping to look. Contributing factor was impeded view due to the cart's roof.
- 83 Flat tire missed during DI and the glider was signed off.
- 84 Multiple cars crossing active runway at the intersection without radios contrary to standard procedure of crossing at the end point.
- 85 Several times a vehicle crossed the runway for field maintenance activities, no radio used.
- 86 Towplane nearly hit hangar wall (wing tip ~2 inches) while moving it in the hangar.

- 87 Vehicle driven around in hangar then out to road.
- 88 Guest walked onto field and down runway.
- 89 Glider groundlooped 70° on landing roll. Contributing factors were crosswind and slippery runway surface.
- 90 Glider briefly entered control zone. Contributing factor was wind drift while thermalling.
- 91 Near hangar rash when glider was towed out of hangar. Experienced member yelled stop twice, preventing collision with hangar. Contributing factors: new people, cart driven too fast, distracted people.
- 92 Tow rope hooked up backwards with the weak link at the towplane end. Student asked for hookup without looking at rope. Person hooking up the glider caught the error.
- 93 Glider was towed by towplane slowly, turning off track. The launch was being conducted without a signaller and the solo student did not make "all out" radio call. A second failed attempt was made before using a signaller for a successful third launch attempt.
- 94 Glider being ground towed into position nearly collides with tractor.
- 95 Student retrieves rope with glider on downwind abeam aiming point contrary to club procedures.
- 96 Glider took off with spoilers out. Ground crew noticed and radioed. Spoilers retracted.
- 97 While rigging a glider, top of wing was scratched. Contributing factor was there was no experienced leader.
- 98 Take-off aborted when glider wing tip dropped, dragged and eventually hit crop on side of runway resulting in a ground loop, pilot released. Contributing factor was a crosswind.
- 99 Glider canopy opens on final approach to landing. Canopy closed, glider landed without further incident. Contributing factor was decision to not complete check list item until ready for take-off due to hot weather and pilot distracted by new ground crew.
- 100 Glider entered control zone.
- 101 Glider rapidly descended in proximity to another glider following airspace violation (see above).
- 102 Glider speed deviation on short final. Contributing factors were fatigue (long day of instruction), and pilot frustrated by fellow pilot's poor decision.
- 103 Towplane landed on alternate runway when glider landed in middle of active runway.
- 104 Wrong wing held down for landing aircraft.
- 105 Improper phonetics used in radio call resulting in the receiving station to not realize they were being contacted and did not receive the good position report.
- 106 Near miss with GA traffic in practice area after FLARM alerts and no response to radio calls. Potential radio frequency mismatch.
- 107 Weights not properly secured in glider. Cover panel would have come off if not for taping. Warning lights were missed prior to launch.
- 108 Private aircraft landed on different runway than declared, not following proper uncontrolled aerodrome procedures and nearly hit lawn tractor while operating with a radio.
- 109 Lawn tractor operated without seatbelt resulting in the mowing and destruction of the buckle and belt resulting in debris being ejected from the mower.
- 110 Pilots rigged glider without use of manual, resulting in bent safety pin for horizontal stabilizer.
- 111 Glider rotated nose low on landing damaging gelcoat on the underside of the nose.
- 112 Yaw string was noticed missing in flight. Pilot elected to do gentle turns to mitigate risk.
- 113 Parachute was opened when it fell from a cart and the rip cord was grabbed as it fell.
- 114 Hangar door lifting cable left slack when closed resulting in the cable coming off the pulley.
- 115 Glider landed long to avoid towplane and glider staging for take-off. Landing glider made several radio calls that were not heard by the ground station.
- 116 Glider rudder pedals slid forward after take-off at about 100 agl. The pedals were adjusted and tested as part of the prelaunch checks. The flight was completed without further incident. Turbulence after take-off was a contributing factor.
- 117 Glider tail wheel and rudder damaged on landing. Student conducted circuit and final approach with the instructor taking over for flare and landing. The approach was high with "lots" of spoiler used on the approach. Contributing factors were fatigue, this was the student's fifth flight and the instructor's sixth instructional flight and newness of the instructor, they had received their rating only three weeks prior.
- 118 Maintenance manager pulled the spoiler lever to check the brake after first flight after maintenance on wheel brake, spoiler lever broke off.
- 119 Glider gel coat damaged by tail dolly clasps being bent inwards when installed on tail.
- 120 A tow rope broke during a box-the-wake training exercise. Instructor briefed the student who indicated that the maneuver was previously demonstrated. During the exercise, excessive slack rope developed resulting in a rope break in spite of the instructor trying to save the tow. Contributing factor was the demonstration was done several weeks earlier.
- 121 Glider landed intentionally short contrary to club procedure related to rough terrain and long grass. The pilot was unaware of the club procedure.
- 122 Glider landed in heavy rain. Approaching storm was observed on the ground and three radio calls were made to alert gliders in the air due as their location prevented them seeing the approaching storm. There was no response to the radio calls. A call was made from an airborne aircraft informing traffic of lightning in the area. Other aircraft returned and were secured before the storm arrived.
- 123 Solo student knowingly flew beyond imposed flight boundary in search of lift resulting in a low return to the airfield. A review of the flight trace revealed a number of concerning decisions.
- 124 Solo student was observed out of position on tow. When questioned after landing, the student finally admitted to answering his cell phone while on tow, thinking he could maintain control of the glider and answer the phone.
- 125 Tow rope was observed to be frayed, both at the weak-link and the rope itself. It was determined that the tow pilot was landing too low and snagging the fence. The tow pilot's lack of experience was a contributing factor.

- 126 Right aileron gap tape came loose during flight causing yawing tendency. The instructional flight was cut short and the glider landed without further incident. The right tape was replaced. The left tape was inspected and judged flightworthy.
- 127 Left aileron gap tape came loose during a flight causing control difficulties. This occurred a few weeks after a similar incident with the right gap tape coming loose (see above). Both wings gap seals were replaced.
- 128 Glider had to land long to avoid towplane taxiing across runway to waiting glider.
- 129 A Cessna piloted by a club member taxied across the runway with a solo student on final approach. The tow pilot radioed the conflict and the Cessna expedited its taxi and cleared the runway. Strong, gusty winds were a contributing factor.
- 130 A glider being towed by golf cart nearly hit a metal fence post. The driver stopped when alerted by an observing pilot. Contributing factors: both the driver and the wing walker were students and the wing walker was in the middle of the runway, on the opposite side from the fence post.
- 131 Near miss between a helicopter and a glider. Contributing factor was glider pilot making incorrect radio calls, including not specifying height, distance and direction away from the airfield. The helicopter reportedly came close enough to easily see the glider pilot's hair colour and facial details.
- 132 Straps came undone on tow. Pilot radioed towplane and released. The glider landed without further incident.
- 133 Glider took evasive action to avoid collision with towplane towing a glider. Contributing factor was the glider was thermalling near the standard release location for tow operations. Radio calls from the thermalling glider were received by the towplane, alerting them of the glider's location, the tow pilot was not aware of the glider until after receiving the radio call.
- 134 Glider did low turn onto final. Contributing factors were sink encountered on the downwind leg, a strong, gusty crosswind and first flight on type for the season.
- 135 Glider being ground towed dropped wing wheel into ditch resulting in the tail dolly being pulled loose and scraping the bottom of the rudder. Contributing factor was the tow vehicle was a van, not a golf cart and tall grass obscuring the ditch.
- 136 Crop duster flew through the circuit of the active runway with no radio call.
- 137 Glider diverted to different runway to avoid pedestrian (member) crossing active runway.
- 138 Pedestrian (visitor) walked onto active runway.
- 139 Glider landed and rolled off the end of the runway. Pilot transitioned to higher performance glider with low time on type contributing factor.
- 140 Solo student chose to land long to avoid traffic on the runway resulting in the need to turn off the runway to avoid going off the end and into ditch. Congestion on the runway and in the circuit was a contributing factor.
- 141 Wing runner caught tail dolly left on during the launch wing runner's check. Tail dolly was removed, and the flight was completed without further incident.
- 142 Glider landed and rotated into its nose during the rollout eventually settling back onto its tail. Pilot transitioned to higher performance glider with low time on type a contributing factor.
- 143 Glider pilot rejected the take-off after towplane drifted off the centreline. The glider landed and the towplane climbed out without further incident. A wind change resulted in a tailwind for take-off a contributing factor.
- 144 Glider groundlooped on landing. Pilot transitioned to single seat tail dragger glider with low time on type contributing factor.
- 145 Glider dropped wing on take-off, pilot rejected the take-off without further incident.
- 146 Glider right hand water dump rod was bent resulting in the right wing not dumping the water before returning to land. There was no adverse handling experienced in flight and the problem was only noticed when the ground crew attempted to lift the wing.
- 147 Glider pilot released early and made an abbreviated circuit when two-seat glider was uncharacteristically noisy. The glider had recently had its annual inspection, the access panel was not taped and the wheel skirt had the wrong screws securing it. After careful inspection, the glider was returned to flight status. Of note, the tow pilot failed to respond to repeated calls to turn back towards the field, finally responding after the message was relayed by another aircraft.
- 148 Instructor pulled release after student failed to correct slack rope exercise, causing even greater slack in the rope. Instructor not properly preparing the student was a contributing factor.
- 149 Glider groundlooped on landing. Pilot transitioned to single-seat tail dragger glider with low time on type a contributing factor.
- 150 Motorglider ballooned up on take-off, resulting in a stall. The aircraft recovered from the stall and landed without further incident. Communication problem between the student and instructor as well the trim being set too far aft were contributing factors.
- 151 Glider wing tip hit snow bank as it was moved out the hangar, no damage.
- 152 Motorglider loses radio use when restarting engine on returning for landing to a controlled airfield resulting in a 30 second lapse in communication with ATC.
- 153 Motorglider wheel brake was out of adjustment resulting in being unable to hold the aircraft in position during engine run-up following the annual inspection.
- 154 Motorglider fuel pump was mounted backwards by the mechanic during annual inspection.
- 155 Airbrake screws were found loose during DI.
- 156 Carbon monoxide detector was positive during flight. The pilots completed flight as quickly as possible and landed without further incident. The pilots experienced dizziness and headaches. Poor seals on the firewall sides was a contributing factor.
- 157 Glider landed with flat tire resulting in minor damage to the underside of the fuselage.
- 158 Bird strike on towplane with the loss of rear view mirror.
- 159 Glider wheel dolly slipped while glider was being loaded into the dolly resulting in a scratch.

- 160 Glider aborts take-off with hard landing but no damage.
- 161 Spoilers open on take-off.
- 162 Mowing during flight operations.
- 163 Pedestrian on airfield.
- 164 Visitor vaping near gliders.
- 165 Glider aborted take-off after experiencing loss of directional control during takeoff. Complicating factors were water ballast and inexperienced wing runner.
- 166 Glider landed gear up.
- 167 Glider damaged while being moved in hangar. Damage not reported, it was discovered later.
- 168 Glider lands long on overflying pedestrian on runway. Contributing factor was the student's first day on the airfield.
- 169 Towplane aborts landing attempt after turning final and observing a second towplane in the same circuit. Both landed without further incident. Mix of high wing/low wing and different speed requirements were contributing factors.
- 170 Glider pilot returns from 3-hour XC flight, over-used spoilers on downwind resulting in a very low turn to final. Dehydration and fatigue were contributing factors.
- 171 Spoilers open on take-off. Note: positive ground check confirming spoilers closed was conducted.
- 172 Two members hit by wing while moving gliders in hangar.
- 173 Two gliders experienced a near miss with about 100 ft of separation. The lower of the two gliders dove to increase separation.
- 174 Near miss between a glider thermalling 500 ft below cloudbase and a 737 descending through the clouds.
- 175 Business jet passes through glider circuit, near miss with a glider on tow. Glider on tow was passing through 500 agl when they observed a business jet pass overhead, estimated 200 ft separation.
- 176 Glider on tow experienced rope break at 2500 agl. Newer pilot on tow and thermal activity were contributing factors.
- 177 Glider pilot abbreviates flight and expedites return to airport after passenger began to feel nausea. Passenger felt numbness in arms and legs, requiring assistance exiting the glider and recovered after landing. Fear of flying (panic attack) and suspected blood pressure issues were potential contributing factors.

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to all those presented with national honours for their contributions to Canadian soaring during 2022 (listed in alphabetical order):

- **Chester Fitchett** – *BAIC Trophy* (best flight, motorglider)
- **Predrag Kupcevic** – *Stachow Wave Trophy* (maximum height achieved)
- **Mike Morgulis** – *Walter Piercy Award* (instructor of the year)
- **Bryan Swansburg** – *Significant Flight Certificate*
- **Jerzy Szemplinski** – *Canadair Trophy* (best six flights over the year)
- **Jerzy Szemplinski** – *BAIC Trophy* (best flight, pure glider)
- **John Toles** – *SAC Special Recognition Award*

- **Kenneth Voort** – *Hank Janzen Award* (contributions to safety in soaring)
- **Walter Weir** – *SAC Special Recognition Award*
- **Ryan Wood** – *"200" Trophy* (best six flights by a pilot with less than 200 hours PIC in gliders at the start of the season)
- **Adam Zieba** – *Significant Flight Certificate*
- **Winnipeg Gliding Club** – *Roden Trophy* (efficient use of club resources)

All those individuals and that club, through their accomplishments and contributions, are sure to inspire soaring enthusiasts across the country.

SAC Special Recognition Award

John Toles The Soaring Association of Canada has been truly fortunate to have John Toles as an active contributor over a period of many years. As John now steps away from his last committee membership, as a member of the Flight Training and Safety Committee (FTSC), it is more than appropriate to mark his long and varied service to SAC with presentation of the SAC Special Recognition Award.

John was a SAC Director from 2003 through 2010. His 'career' on the Board followed an arc starting as Prairie Zone Director in 2003, accepting the Officer role of Vice-President for two years 2004 and 2005, serving as SAC President for the four year period 2006 through 2009, and one last year as Zone Director in 2010. Back in harness in 2012, agreeing to join the FTSC, John then contributed a further 11 years at the national level.

In parallel, John was active at both the provincial and club levels. He held Officer positions, just about all of them at one time or another, with his home Saskatoon Soaring Club during the period 2010 through 2021. He was the SAC Instructor of the Year in 2008. He has been an active author of articles in *Free Flight*. In sum, a worthy recipient of SAC's highest level of recognition.

Walter Weir Walter was the Badges Guy for as long as many of us can remember. From 1992 through 2022, a period of 31 years, to be precise.

For entire generations of Canadian glider pilots aspiring to the next level of achievement in their sport, Walter was the man to whom they entrusted their hopes (and fears). Fears, because, of course, the ways in which it is possible to mess up a badge claim are legion. Walter upheld the intent and the integrity of the FAI badges process, which alone was a contribution of considerable importance. But, equally important, he did so with unfailing generosity of approach, communicating respect and support for every applicant. Even the applications that failed were experienced as constructive and educational.

Walter's achievement of that difficult balancing act in itself warrants this SAC Special Recognition Award. In parallel, he coached all those generations of Official Observers and modelled to them the expected behaviour.

Walter also served on the Sporting Committee from 2000 through 2021. In 2002, his contributions were recognized with the award of the Paul Tissandier Diploma, presented by the FAI "to those who have served the cause of aviation in general and sporting aviation in particular, by their work, initiative, devotion." Walter was also active at the club level.

Underpinning his work as Badge person was a deep familiarity with soaring tasks and soaring achievement accumulated through an impressive career in contest flying. Amongst other successes, Walter earned a Canadian National champion title in 2002, and won the U.S. Seniors Contest multiple times. Thank you, Walter!

Canadair Trophy – Best Six Flights of the Year

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

The past OLC year in Canada provided intense interest for the fans, with the top two pilots battling back and forth, the overall lead switching several times; one pilot in Central Canada and one in the West. The ultimate winner snatched the crown with a remarkable late-season flight, on August 11, after the champagne was already cooling elsewhere, so full marks to him. The season was a testament to the quality of soaring in Canada and the quality of Canadian pilots.

Jerzy Szemplinski – SOSA Gliding Club

During 2022, Jerzy earned a total of 4608 OLC points from the best six of his numerous excellent flights. All of those six flights were flown in his ASG29, launching from the SOSA home field at Rockton, ON. Details of his flights are as follows:

July 14	1010 points	962 km	117 km/hr
July 15	779 points	750 km	112 km/hr
July 29	774 points	812 km	108 km/hr
June 10	702 points	648 km	101 km/hr
August 11	697 points	655 km	102 km/hr
July 31	646 points	565 km	82 km/hr

Jerzy posted flights totalling almost 9400 points flying out of the SOSA field. **The runner up?** Chris Gough, with 4546 points from his best six flights, only 60 points or about 1.5%, behind the OLC Canadian Champion.

BAIC Trophy – Best Flight of the Year

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

Motorglider **Chester Fitchett** Cu Nim Gliding Club
Last year, we remarked on the outstanding flying Chester

Fitchett has been doing, exploring the lee waves set up by the Rocky Mountains and enhancing our understanding of the cross-country potential afforded by that weather phenomenon. He continued to stretch our appreciation for what is possible during the 2022 OLC year. Mind blowing, actually.

In his best flight to date, flown on 16 October 2121, he earned 1532 OLC points for a flight of 1601 km. This flight was entirely within Canada. Flying his Arcus M, Chester explored terrain as far north as just beyond the Athabaska River, past the Jasper Park Entrance. The longest leg, from the U.S. border to that point, was 547 km. In his pilot's comment to the OLC, Chester remarked "Didn't even use the whole day!".

Pure glider **Jerzy Szemplinski** SOSA Gliding Club
Jerzy Szemplinski flew the highest scoring flight in Canada for a pure glider. That flight earned 1010 OLC points, from a distance of 962 km.

Jerzy has polished the art of navigating the airspace around the SOSA Rockton airfield, and is a master at using the convergence lines north of Lake Erie. Both those skills were on full display during this flight.

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

The "200" Trophy is presented to the pilot who, having less than 200 hours as pilot in command of a glider at the start of the season, achieved the highest total score for six flights within Canada. The OLC scoring system is used to determine the flight scores, and the OLC year is used as a surrogate for the calendar year.

The 2022 winner is **Ryan Wood**. Ryan came to the Canadian National Contest in Chipman with very little time in gliders, but his extensive experience in hang gliding, and Condor flying over the winter, certainly stood him in good stead. All his six best flights were flown during the contest, flying the Saskatoon Soaring Club L-33. Those flights were:

May 31	559 points	351 km	64 km/hr
June 2	467 points	322 km	76 km/hr
May 23	445 points	277 km	67 km/hr
June 1	436 points	276 km	67 km/hr
May 26	409 points	268 km	55 km/hr
June 3	405 points	315 km	81 km/hr

Ryan continued his successful season, at both Cudworth (the Saskatoon club's home field) and at Cowley with his new-to-him Libelle. His soaring career will be fun to watch!

Stachow Trophy – Max altitude exceeding 5000m

The Stachow Trophy is earned by the highest height achieved by a Canadian pilot having a minimum gain of height of 5000 m.

Predrag Kupcevic – SOSA Gliding Club
Predrag arrived at the Cowley Fall Camp, all the way from Ontario, with a diamond on his mind. Cowley did not disappoint. On 10 October, Predrag gained 6597m (21,644 feet), topping out at 27,020 feet asl. (Note, the calendar year is the basis used for the Stachow Trophy.)

Significant Flight Certificates

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

“Significant” is, by design, defined loosely. That permits a flight to be deemed worthy by virtue of factors such as the unusual nature of the time of year, weather, type of glider, terrain traversed, location, course line, pilot characteristics, or some combination thereof. The purpose of the certificate is to reward “great” flights which – although not necessarily qualifying for any other SAC trophy or FAI badge or record – are nevertheless clearly deserving of recognition. Two flights, two pilots, particularly deserve recognition for such “great” flights during 2022.

Bryan Swansburg – May 21 and 22 – Alberni Valley Soaring
Bryan Swansburg departed his home field at Smithers, BC, on 21 May. Afternoon of 22 May, the folks assembled at Chipman Glider Field in anticipation of the Canadian National Contest were puzzled to see on the runway a glider that had not been launched from Chipman that day. Not long after, Teresa DeGroot pulled in, having that day towed the trailer for Bryan’s Ventus 2cM from Valemount, BC. And the story was told.

No, not one significant flight but two, back to back. May 21, Bryan had flown 712 km from the Bulkley Valley to Valemount, BC. The next morning, self-launching from Valemount, he set out the further 663 km to Chipman. Count the mountain ranges, if you will. Bryan has earned a reputation for soaring the mountains from his base in Smithers. He knows the terrain and the challenges. With these two flights, on successive days, he certainly “put it all together”.

Adam Zieba – 14 July – SOSA Gliding Club
Adam is no stranger to the world of exceptional soaring performance, his name being prominent in the table of current Canadian soaring records and on the trophies pages of the *Book of the Best*. What makes his 14 July flight stand out is the choice of glider. Adam flew an SZD-51 Junior to 928 OLC points, covering 642 km at an average speed of almost 83 km/hour. This performance was bettered only by our two recipients of the BAIC Trophy, Chester and Jerzy.

The Junior is a glider of most modest performance, carrying a handicap of 90. It is wonderful to see a pilot demonstrate what can be done with a club glider; to see confirmation that serious cross-country achievement is not reserved to those with access to the “latest and greatest.” Well done, Adam.

Walter Piercy Trophy – Instructor of the Year

Mike Morgulis – Toronto Soaring Club
This year the Walter Piercy Trophy is awarded to Mike Morgulis, who instructs, and so much more. He has been a major contributor to the training program at Toronto Soaring for many years, but even for him 2022 was a standout year. Looking at just the raw instructional flight numbers, we see Mike contributing 141 flights (out of the total for his club of 250).

Beyond that, he took the lead role in organizing and delivering, during the winter non-flying season, a Zoom-based ground school series of lectures covering eleven topics. Several ab-initio participants subsequently came out to the club, and most of those achieved their first solos during the season. One person who missed the winter sessions was supported by a second complete set of lectures. Mike responds to queries posted to the club website with detailed information. He provides rides to the field for students.

Above and beyond!

Hank Janzen Award – Outstanding contributions to safety in soaring 2021

Kenneth Voort – York Soaring Association
This year’s award is presented to Kenneth. This award comes on the judgement of the Flight Training and Safety Committee, reflecting the high regard Kenneth has earned amongst his safety officer peers.

Roden Trophy – Club soaring skills development

Winnipeg Gliding Club
The Winnipeg Gliding Club is this year’s winner of the Roden Trophy. The club achieved a “Roden point score” of 45.45. Amongst the 33 club members, there were four A, B and C badges, and five legs towards Silver, Gold and Diamond badges.

WEB SITE – Patrick McMahon

We all must have been busy getting back into the soaring spirit in 2022. Anecdotally there was much to celebrate through the season – busy clubs, many milestones and “the best Canadian Nationals... yet” hosted by the Edmonton Soaring Club.

We continue to share content shared through Facebook when posted, and are prepared to post announcements supporting soaring in Canada to SAC.ca – calendar, news, other. Updates to our website included the routine documents being maintained by dedicated colleagues across Canada: records, minutes, glider ownership, and similar. Changes to the updates through the year were shared via Twitter (twitter.com/canglide).

Plan to have a great soaring season in 2023. Set a goal, share success and celebrate progress. That you can do it is an example that others can do it – somewhere in their journey. All the steps are important, especially the big early steps! Share an anecdote, write an article, be interviewed for a podcast, share a photo, make a video. Help tell our story, it’s a good one and it won’t be told without you.

To draw attention to any event, milestone or achievement please reach out to webeditor@sac.ca.

CANADIAN SOARING RECORDS (as of 27 March 2023)

T A record set on a flight originating in Canada – listed if a “Citizen” record has also been flown.
 C A record set entirely outside Canada – noted only if a lesser “Territorial” record also exists.

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE							
DISTANCE (km)																
3.1.5a Distance to goal	Dave Marsden and Mike Apps	707.0	1984	Mike Apps	707.0	1984	Tim Wood	412.8 T	2010	Chester Zwarych (H. McColeman)	310.0 T	1984				
							Adam Zieba	557.7 C	2010	Thomas Stieber (Joerg Stieber)	405.4 C	2017				
3.1.5b Free distance	Dave Marsden Mike Apps	1093.0	1984	Mike Apps	1093.0	1984	Mike Glatiotis	480.6	2002	Ursula Wiese (Reg Adam)	495.0	1986				
3.1.5c Out & return dist.	Tim Wood	690.2 T	2010	Tony Burton	652.3 T	1993				Ursula Wiese	328.0	1984				
	Brian Milner	1128.9 C	1999	Walter Weir	1032.1 C	1993	Tim Wood	628.1	2010	Tracie Wark	510.3 C	2002				
3.1.5d Free out & return	Chester Fitchett	838 T	2019	Tim Wood	612.6 T	2011	Tim Wood	628.1 T	2010	Tracie Wark	750.2 C	2003				
	Adam Zieba	1252.3 C	2013	Brian Milner	1028.1 C	2012	Adam Zieba	1089.5 C	2013							
3.1.5e 3 TP distance	Nick Bonnière	818.1 T	2010	Tim Wood	642.7 T	2007	Nick Bonnière	719.9 T	2010	not claimed						
	Adam Zieba	1474.1 C	2010	Adam Zieba	1474.1 C	2010	Adam Zieba	1387.1 C	2010							
3.1.5f Free 3 TP dist.	Chester Fitchett	1120 T	2019	Tim Wood	1002.4 T	2008	Tim Wood	882.1 T	2008	Sue Eaves	508.7 T	1995				
	Brian Milner	2078.4 C	2012	Brian Milner	2078.4 C	2012	Brian Milner	1804.1 C	2012	Tracie Wark	592.6 C	2000				
3.1.5g Triangle dist.	Hal Werneburg	803.7 T	1982	Hal Werneburg	803.7 T	1982				Jane Midwinter	317.6 T	1988				
	Thomas Stieber (Joerg Stieber)	1017.3 C	2015	Peter Masak	1007.0 C	1987	Chris Gough	750.2	2015	Tracie Wark	502.9 C	2006				
3.1.5h Free triangle dist.	Chris Gough	777.1 T	2015	Chris Gough	777.1	2015				Tracie Wark	523.2 C	2007				
	Thomas Stieber (Joerg Stieber)	1022.9 C	2015													
ALTITUDE (m)																
3.1.7a Gain of Height	Dave Mercer	8458	1995	Altitude records do not apply for 15m or Club class.							Deirdre Duffy	6575	1991	Melanie Paradis (Patrick Pelletier)	7275	2020
	Bruce Hea	10485 T	1981								Deirdre Duffy	8986 T	1991	Melanie Paradis (Patrick Pelletier)	9831 T	2020
3.1.7b Absolute Altitude	Walter Chmela	12449 C	1974								Antonia Cservenka	9772 C	1969	Walter Chmela (A-M Van Maurik)	10390 C	1975
SPEED, O&R (km/h)																
SAC 300 km	Tim Wood	124.8 T	2010	Hal Werneburg	115.2	1983	Bruce Friesen	113.6 T	2002	Ursula Wiese	59.6 T	1984	Joerg Stieber (Michael Stieber)	144.1 C	2017	
	Walter Weir	191.3 C	1989	Walter Weir	191.3 C	1989	Jerzy Szemplinski	125.4 C	2007	Tracie Wark	132.3 C	2000				
3.1.6a 500 km	Kevin Bennett	126.3 T	1992	Kevin Bennett	126.3 T	1992	Tim Wood	98.1 T	2008	Tracie Wark	99.6 C	2002	Joerg Stieber (Michael Stieber)	144.1 C	2017	
	Walter Weir	150.9 C	1996	Walter Weir	150.9 C	1996	Jerzy Szemplinski	125.4 C	2007							
SAC 750 km	Walter Weir	145.0 C	1994	Walter Weir	145.0 C	1994	not claimed			not claimed		Joerg Stieber (Michael Stieber)	144.1 C	2017		
3.1.6a 1000 km	Brian Milner	147.0 C	1999	Walter Weir	142.6 C	1993	not claimed			not claimed		not claimed				

RECORD	OPEN	15 METRE	CLUB	FEMALE	MULTIPLACE
SPEED, TRIANGLE (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 Michael Stieber (Thomas Stieber) 150.6 C 2015
SAC 200 km	Bruce Friesen 134.2 T 2015 Michael Stieber (Thomas Stieber) 150.6 C 2015	Bruce Friesen 134.2 T 2015 Joerg Stieber 139.2 C 2017	Bruce Friesen 124.8 2015 Joerg Stieber 127.4 C 2017	Tracie Wark 99.9 C 2002	Dave Springford (Sacha Pejic) 91.6 2017 Michael Stieber (Thomas Stieber) 150.6 C 2015
3.1.6b 300 km	Bruce Friesen 134.2 T 2015 Michael Stieber (Thomas Stieber) 150.6 C 2015	Bruce Friesen 134.2 T 2015 Joerg Stieber 139.2 C 2017	Bruce Friesen 124.8 T 2015 Joerg Stieber 127.4 C 2017	Tracie Wark 99.1 2001	Dave Springford (Sacha Pejic) 91.6 2017 Michael Stieber (Thomas Stieber) 150.6 C 2015
SAC 400 km	Bruce Friesen 134.2 T 2015 Michael Stieber (Thomas Stieber) 150.6 C 2015	Bruce Friesen 134.2 T 2015 Joerg Stieber 139.2 C 2017	Bruce Friesen 124.8 T 2015 Joerg Stieber 127.4 C 2017	Tracie Wark 95.0 C 2002	Dave Springford (Sacha Pejic) 91.6 2017 Michael Stieber (Thomas Stieber) 150.6 C 2015
3.1.6b 500 km	Jerzy Szemplinski 113.9 T 2016 Peter Masak 151.2 C 1985	Walter Weir 105.7 T 1991 Joerg Stieber 139.2 C 2017	Chris Gough 98.4 T 2015 Joerg Stieber 127.4 C 2017	Tracie Wark 112.9 C 2006	Dave Springford (Sacha Pejic) 91.6 2017 Thomas Stieber (Joerg Stieber) 144.0 C 2022
3.1.6b 750 km	Willi Krug 108.8 T 1982 Thomas Stieber (Joerg Stieber) 133.3 C 2015	Willi Krug 108.8 1982	Chris Gough 98.4 T 2015 Spencer Robinson 103.6 C 2003	not claimed	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 Rolf Stiebert 183.7 C 2004	Tim Wood 180.3 2012	Tim Wood 169.5 2012	Tracie Wark 106.4 C 2002	Trevor Florence (N Marsh) 105.1 T 2000 Michael Stieber (Thomas Stieber) 182.2 C 2015
SAC 200 km	Joerg Stieber 138.1 T 2022 Michael Stieber (Joerg Stieber) 154.3 C 2015	Tim Wood 128.2 T 2008 Adam Zieba 151.7 C 2010	Nick Bonnière 115.4 T 2010 Adam Zieba 142.5 C 2010	Tracie Wark 129.1 C 2000	Dave Springford (Sacha Pejic) 97.1 T 2017 Thomas Stieber (Joerg Stieber) 168.3 C 2017
SAC 300 km	Tim Wood 128.2 T 2008 Thomas Stieber (Joerg Stieber) 168.3 C 2017	Tim Wood 128.2 T 2008 Adam Zieba 151.7 C 2010	Tim Wood 112.8 T 2008 Adam Zieba 142.5 C 2010	not claimed	Thomas Stieber (Joerg Stieber) 168.3 C 2017
SAC 400 km	Tim Wood 92.7 T 2010 Thomas Stieber (Joerg Stieber) 168.3 C 2017	Tony Burton 81.5 T 1990 Adam Zieba 151.7 C 2010	Adam Zieba 142.5 C 2010	not claimed	Thomas Stieber (Joerg Stieber) 168.3 C 2017
SAC 500 km	Dave Marsden 97.1 T 1970 Thomas Stieber (Joerg Stieber) 168.3 C 2017	Tim Wood 93.3 T 2014 Adam Zieba 151.7 C 2010	Adam Zieba 142.5 C 2010	not claimed	not claimed