

SOARING ASSOCIATION OF CANADA

2023 ANNUAL REPORTS & 2024 AGM MINUTES



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MINUTES OF THE 2024 SAC AGM

25 March – Humber College, Toronto & virtual

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

Introduction – Sylvain Bourque, AGM chairman

The 79th Annual General Meeting of the Soaring Association of Canada, SAC, opened at 10:33 EDT with about 45 members present in person and 156 participating online. This accounted for all member clubs represented in person or proxy.

The meeting was called to order at 10:35 EDT and a quorum was declared with functionally 100% of the available votes represented through representatives present and delegates with proxies.

Motion #1 *The proposed 2024 SAC-ACVV AGM agenda be accepted.* Moved by Jeff Keay, seconded by Sean Christie.
passed ALL, 0 against

Motion #2 *The minutes of the 2023 SAC-ACVV AGM be accepted.* Moved by Dave Cole, seconded by John Edwards.
Passed ALL, 0 against

Presentation of Reports

President's Report – Sylvain Bourque

Stan Martin on BoD for Southern Ontario Zone.

Free Flight returned! – Jeff Keay & Herrie Ten Cate. freeflight@sac.ca

FTSC have new co-chairs: Jason Acker & David Donaldson
FLARM in 78% of 2023 gliders in the SAC program, Safety & Instructor improvement grant now permanent (\$40K SAC Budget item), 10 accidents in 2023, no fatality

Vice-President's Report – George Domaradzki

Stan Martin has taken on the task of revamping SAC website and forum (email).

Safety Report – David Donaldson

Continued participation: National Safety Program (NSP). GASP, OSTIV, EGU, SOAR manual updated & online– QR codes added. Safety Officer meetings, started 2021, first in-person meeting 24 March, 2024

AoA monitor project with Algonquin College

CFI meetings starting April 2024, to be held quarterly.

Training with simulators, FLARM base stations (share with Nav Canada), OSTIV Congress.

Some discussion on reporting data, Student/Instructor ratio.

FTSC Report – Co-chairs Jason Acker & David Donaldson

Sporting Committee Report – Jay Allardyce presenting for Joerg Stieber

Two contests in 2023: Nationals at SOSA and WCSC at Cu Nim.

2024 Nationals to be held at Cu Nim for the first time.

Canadians also participated in USA contests at the Seniors

and Region 8 in Ephrata in June 2024. The World's for 2024 will be held in Uvalde with Jerzy and Sergei holding the Canadian positions but pilots are also in reserve.

Pan-American contest has no news of being held in 2024 at this time. 2025 it will be held in Brazil. 2027 is Canada's next turn to host but requires a bid by March 2025.

Treasurer (2023 Financial Statements and 2024 budget)

Jay Allardyce

Expenses resumed to pre-Covid level due to return to in-person meetings. Deficit from membership fees are covered by the Pioneer Fund. Some discussion on the Long Term investments philosophy and distribution. Suggestion to apply for grants. Membership fees remain unchanged.

Motion #3 *The acceptance of 2023 financial statements.* Moved by David Donaldson, seconded by Jarek Twardowski.
Passed ALL, 0 against

Motion #4 *The 2024 budget with its associated membership fee schedule be accepted.* Moved by Sean Christie, seconded by Neil Duffee.
Passed ALL, 0 against

Motion #5 *The activities and decisions of the SAC-ACVV Board for 2023 be approved.* Moved by Chris Wilson, seconded by Jeff Keay
Passed ALL, 0 against

Motion #6 *The Frouin Group be appointed to audit the 2024 SAC financial statements.* Moved by Rob Russell, seconded by Neil Duffee.
Passed ALL, 0 against

Awards presentation for 2023 – presented by Jay Allardyce
See the complete report on page 39.

Motion #7 *The meeting be adjourned.* Moved by Jeff Keay, seconded by Jay Allardyce.

The meeting adjourned at 11:55

A presentation followed regarding *WeGlide* as a tool to promote sharing and encourage flying. An upcoming webinar TBD and promotional premium vouchers will be distributed.

Another brief presentation was given recounting some of the history of the creation of the group program of glider insurance negotiated by SAC 35 years ago and managed by AJG with the same underwriter for the duration of that history, CAIG. The issue of competition and declining participation and the loss ratio had been presented by Keith Hay 20 years ago in 2004 with a similar ratio of claims. Clubs to determine their goals and choices regarding this issue.

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 2023. 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.

If you ask yourself what SAC is doing for you, or wonder where the SAC annual membership fee that you give every year goes, I invite you to read our annual financial report. The SAC membership fee is tax deductible since we are a registered Canadian amateur athletic association (RCAAA) and can issue official donation receipts. In 2015, SAC was audited by the CRA. Our RCAAA is administered in accordance with the CRA rules.

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. 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:

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

The SAC Instructor Training & Safety Improvement Program that was in place from 2015-2017 and 2020-2022 was renewed indefinitely in 2023 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 Board announced at the last March 2023 AGM it agreed to continue the Instructor Development and Safety Grant program in perpetuity. Unused funds will not carry over from year to year and will no longer be able to ac-

cumulate. Club's claims for the 2023 season need to be sent to the SAC office before the end of March 2024 to not lose the annual grant available. Larger claims can be made in a given year and the balance claimed in following years. For more information, please contact your Zone Director or visit our sac.ca website.

On the glider safety side, for 2023, SAC clubs reported 188 incidents and ten accidents, with only one glider written off, no towplane. Our last 10-year average is ten accidents per year and 0.45 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 nine 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.

Fortunately, we had no glider pilot fatality in 2023. Same for six of the last ten years, and 17 of the last 35 years, so in 2023, 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 and from 1993 to 1998. Our Safety record is improving ...

Unfortunately, in 2022 we tragically lost one of our experienced glider pilot friends from the Southern Ontario Zone. 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 type of 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>. A spin/stall at low altitude with impact with the ground continues to be the main reason for fatal accidents in recreational aviation. The new safety trend is some close calls with airliners.

Thirty-three Canadian glider pilots lost their lives in gliding over the last 35 years, five 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. 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?

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? It is called the red zone. 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. Regularly 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, you will see that the same mistakes are repeated across 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 Documents / Safety and Training section? Does your club follow it and include it in its 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 because 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 2024 because many of us have low flying time recently and statistically are at greater risk of having an accident or incident. 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 last year with the previous ones 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 280 FLARM units were used in 2023 in SAC clubs. Depending on the value of the glider, the Power

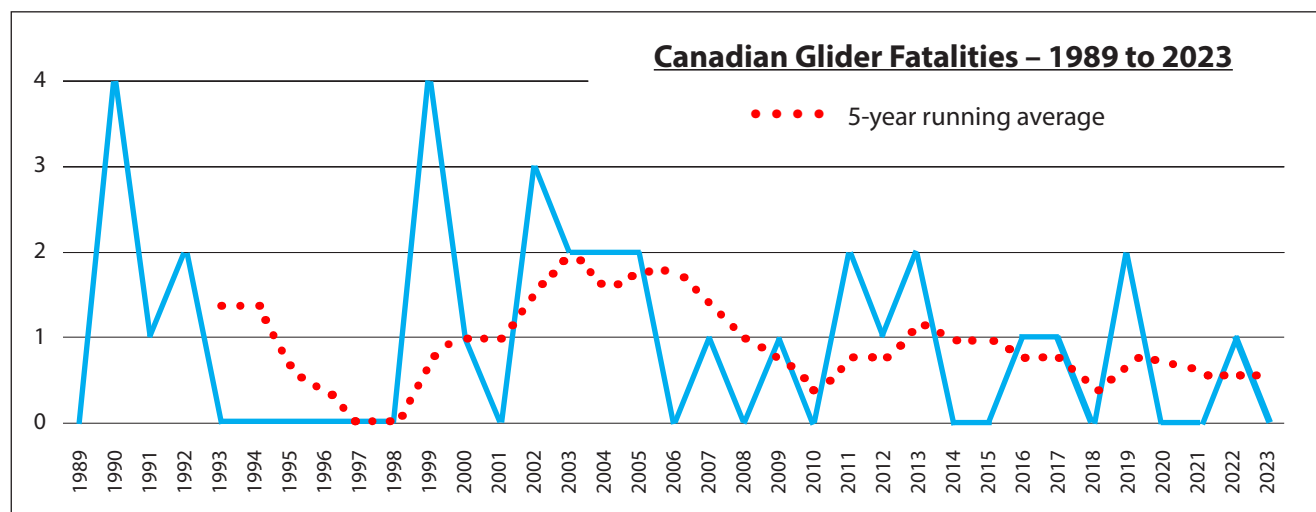
FLARM pays for itself in 8–12 years when you insure with the SAC plan because of the 5% rebate on insurance premiums you receive every year. This 5% return available since 2015 has reimbursed the cost of purchasing several FLARMs. A Power FLARM costs around \$2500 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club to take action.

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 Jason Acker, new co-chair of the Flight Training and Safety Committee who with the collaboration of our National Safety Officer (NSO) and new co-chair David Donaldson did transition work after the retirement of Dan Cook as FTSC chairman. David notes a significant improvement in the approach and dedication of the community of club's safety officers (SO) with their periodic meetings which make it a huge success and having an major impact on the safety of all.

PRESIDENT – Sylvain Bourque et Directeur de la sécurité

L'Association Canadienne de vol à voile a vécu une bonne année 2023. 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.

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 l'ACVV-SAC est une association canadienne enregistré de sport amateur (ACESA), 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 ACESA est administrée selon les règles de Revenu Canada.

Nous sommes en mesure d'accepter des dons pour 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 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 fonds 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. 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 :

- 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
- Soutien aux compétitions mondiales de l'équipe nationale
- Subvention pour l'organisation de compétitions régionales ou nationales
- Programme de bourses jeunesse
- Soutien à la participation des jeunes aux compétitions
- Soutien financier aux initiatives de marketing et de publicité des clubs
- Financement pour simulateur de vol à voile pour les clubs

Le programme de subvention pour la formation des instructeurs et 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 reconduit indéfiniment en 2023 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. Le conseil d'administration a annoncé lors de la dernière AGA de mars 2023 qu'il avait accepté de poursuivre à perpétuité le programme de subventions de développement des instructeurs et de sécurité. Cependant, les fonds non utilisés ne seront pas reportés d'année en année et ne pourrons plus se cumuler. Les réclamations des clubs pour la saison 2023 doivent être envoyées au bureau du SAC avant la fin mars 2024 afin de ne pas perdre la subvention annuelle disponible. Des réclamations plus importantes peuvent être faites au cours d'une année donnée et le solde peut être réclamé les années suivantes. Pour plus d'informations, veuillez contacter le Directeur de votre zone ou sur notre site internet sac.ca.

En 2023, les clubs de l'ACVV-SAC ont rapportés 188 incidents ainsi que 10 accidents, dont seulement un planeur fut une perte totale, aucun remorqueur. Nous avons des statistiques des 10 dernières

années de 9 accidents / an et 0.45 décès / 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.

Heureusement, nous n'avons eu aucun décès en planeur en 2023. Ce fut aussi le cas lors de 6 des 10 dernières années ainsi que de 17 des 35 dernières années, soit en 2023, 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 et de 1993 à 1998.

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. 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. La nouvelle tendance en matière de sécurité est les risques d'abordage avec les avions de ligne.

33 pilotes de planeur membres de notre association sont décédés en planeur au cours des 35 dernières années, dont 5 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 ?

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 ? On la nomme la zone rouge. 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 finale 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 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 2024, 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 280 unités FLARM furent en fonction en 2023 dans nos clubs canadiens. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 10 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 2024. »

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 Jason Acker, nouveau co-président

du comité de formation en vol et de sécurité qui avec la collaboration de notre officier de sécurité national (NSO) et nouveau co-président David Donaldson ont fait un travail de transition après le retrait de Dan Cook en tant que président du comité. David constate une amélioration significative de l'approche et le dévouement de la communauté des officiers de sécurité (SO) des clubs avec leurs rencontres périodiques qui en font un immense succès ayant un impact majeur sur la sécurité de tous.

Our Zone Directors

Every year, half of the six SAC directors' positions are up for election. This year, the Alberta, Prairies and Eastern Ontario Zone Directors were re-elected. 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. Les directeurs de la zone de l'Alberta, des Prairies ainsi que de l'Est de l'Ontario ont été réélus. 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 a commencé à piloter des planeurs en 1994 avec l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, et le remorquage. 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.

Sylvain first flew a glider in 1994 with AVV Champlain, involved as instructor and tow pilot. He also holds a CPL-A Multi 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.

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 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 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 3 years. My current club is 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 organise 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

Initially PPL with the air cadets, Pavan came to soaring by towing for and then instructing with the Saskatoon Soaring Club. Pavan next served as CFI for the newly-formed Lethbridge Soaring Club for its first seven years. During that time he managed a few cross-country flights with a Std Libelle, moved on to a DG400, and since then has completed an aerobatic instructor rating with Gary Hill of ESC. After tasting contest flying in Alberta over the past two seasons, he looks forward to two weeks in 2024 living contest life with fellow pilots at the Canadian Nationals at Cu Nim and to keeping the sport growing and sharing the excitement of the sport.

Il a débuté avec les cadets de l'Air en y obtenant son PPL. Pavan a débuté le vol à voile en tant que pilote remorqueur puis comme instructeur avec le Saskatoon Soaring Club. Pavan a ensuite occupé le poste de CFI du nouveau Lethbridge Soaring Club lors de ses sept premières années. Pendant cette période, il a effectué quelques vols voyage avec un Std Libelle, puis est passé à un DG400/17. Il a ensuite réussi à devenir instructeur de voltige aérienne auprès de Gary Hill d'ESC. Après avoir goûté au cross-country et aux vols de compétition en Alberta au cours des deux dernières saisons, il a hâte de passer deux semaines en 2024 à vivre les compétitions et à s'envoler avec d'autres pilotes aux championnats nationaux canadiens à CuNim. Il a hâte de continuer à développer ce sport et de partager son enthousiasme.

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 – Vacant

The activities in the Pacific Zone in 2023 are well outlined in the individual club reports below.

Alberni Valley Soaring Association – Allen Paul

In 2023 the Alberni Valley Soaring Association was able to get its season underway in late April. The weather in the Alberni Valley for the most part was cooperative with good visibility and minimal forest fire smoke hindering the operation. Unfortunately, highway access to Port Alberni and the airport was affected in a major way by a forest fire abeam Cameron Lake in late spring. The highway was closed for over two weeks in early June and for the remainder of the summer travel was negatively affected by repairs to damaged roads and the mitigation of rock and debris landslides from steep unstable slopes above the highway. This made road travel to the airport a major challenge for a good portion of the summer and reduced the number of club members who could come out for a day.

Our membership remained steady at 11 in 2023, and 17 associate members who flew the Vancouver Island Soaring Center's PW-6. At last review, the PW-5 logbook showed 75.9 hours flown over 54 flights in 2023. An additional 180.6 hours was flown by a variety of privately owned gliders. One of our goals in 2024 is to further improve PW-5 utilization.

The Vancouver Island Soaring Center significantly increased the number of training flights over previous years. On the instructional side, the VISC PW-6 flew numerous recurrent training flights for local and visiting glider pilots. Three students completed the glider pilot training syllabus and earned their glider licences. Four power pilots also completed conversion training and obtained their glider licences.

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 exceeding 10,000 feet. In a valley with some serious geographic barriers, members were quick to capitalize and extend their typical cross-country flight distances. As a sideline the club also continued its unofficial fire watch role making authorities aware of smoke and fire sightings.

Our club pilots continued to log OLC points and improve on their previous season's performance. In 2023 AVSA significantly improved its Canadian OLC club standing from 20th in 2022 to 11th in 2023. Furthermore, one of our members ranked 12th in the category of Most Obsessed Canadian Pilots in hours flown for the season.

We have observed that wind patterns have been changing slowly. The prevailing winds in 2023 were not as well oriented to provide reliable ridge soaring and most distance flights instead relied on thermals 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 being cancelled as surface wind crosswind components are becoming less significant.

The backbone to AVSA operations continues to be the club's strong commitment to safety through the SAC Safety Program. The key elements include a successful trial of an occurrence reporting system in addition to the existing incident/accident program mandated in the club Safety Management Manual. The club again opted for an online format for the mandated Spring Safety meeting. This increased participation and was judged to be as equally effective as the previous in-person meetings. Finally, the enhanced preseason checkout flights continue to ensure all members were ready for the 2023 flying season. In December 2023 the club purchased an improved seatbelt and safety harness for the club PW-5 using SAC Safety Grant funds. It will be installed in time to be ready for the upcoming season.

We expect 2024 to be another building year for club membership. For 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

Smoke on the Water...Fire in the Sky, Deep Purple's 1974 song was applicable for Invermere this summer. The season started out fine as Trevor took 007 up for the first flight on 8 April. However, in late June there were three nearby forest fires burning out of control that required heavy air support. Local airspace restrictions were in effect from 20 July to 13 August. Once lifted, a lingering smoke haze made for some interesting visual thermal layering. Fortunately, our three scholarship students were able to complete nearly 100 training flights in early July.

Despite the airspace restrictions, 183 flights were completed by 13 pilots and 38,064 flight kilometres were recorded on the OLC. The last flight was recorded by Gord Spurgeon on 6 October in his Schweizer 1-23 ZBR.

Vancouver Soaring Association – Rob Ballantyne

In most aspects the Vancouver Soaring Association returned to normal operations in 2023. However, to ensure cost effectiveness for members and long term stability, more work needs to be done to have the club grow over the coming years.

The club had a lengthy season this year, starting operations on 25 March and ceasing on 21 October. Unlike the previous year we lost no days to forest fires or other emergencies (in 2022 we lost nearly all of September and all of October to forest fires because of the BC Wildfire Service taking over the Hope Aerodrome to base its local operations).

During the year the club conducted 701 tows and there were 788 member flights in club or privately owned gliders. It should be noted that two club members have self-launching gliders and there was an away camp where towing was provided by a third party. At the end of the year the club had 49 members.

The club performance has returned to pre-pandemic levels. We essentially were able to duplicate our number of members, tows, and glider flights that we had in 2019. The club had eight students throughout 2023 and we were able to license three of them.

There were a number of notable flights by club members during the year. Perhaps the most notable was one out of Fairmont Hot Springs by Hans Baeggli on May 12, 2023 for a distance of 828 km in 6:48 hours.

The club normally operates two L-19 towplanes. A notable event (it actually occurred near to the end of our 2022 season) affecting our towing operations. During the tow of a familiarisation flight with requested altitude of 3000 ft, the towplane had a major engine failure. We were lucky that the engine continued to run while the pilot got the towplane back on the ground. The failure necessitated a full engine rebuild. We started the process late in 2022 but the process continued throughout 2023 and the towplane ought to be ready for towing at the start of the 2024 season. Our operating towplane did yeoman service in 2023 only requiring minor maintenance and costing no more than a few hours of time from our overall operation.

We are grateful that everything worked the way it was supposed to during the event and that the towplane didn't become a pure glider. We thank Urs Breitenmoser for skillfully handling the immediate emergency and our Towplane Director who handled the repairs. We look forward to her returning to operation this year.

Increasing our membership in 2024 is a priority for the club. Our plans include minting more instructors and admitting more students during the coming year. Fortunately, members of the general public are interested in learning to fly gliders and we are maintaining a wait list for admission of ab initio students.

ALBERTA ZONE – Pavan Kumar

Alberta continued to recover and increase membership and flying activity in 2023. With three big events, more funding towards youth and ASC programs, helping air cadets with their training, and continued work towards improving the airspace for Cowley wave camp use, it keeps getting better and better to visit Alberta to soar!

The excitement from the Canadian Nationals in Edmonton in 2022 carried through the fall and winter with many of us cajoling Chris Gough to agree to muster a team to host a contest once again. 2023 saw a week-long Western Canadian Showdown with the last weekend Alberta Provincial Contest. Due to smoke during the week the only scoring days were on the weekend, leading to simultaneous scoring in both contests. We created great memories of landouts, celebrated the shortest scoring distances and most landouts in the week, challenging conditions on task, and stretched the legs of many pilots. Particularly touching were the plaques created with the infamous gliders of legendary local pilots displayed on them. We also took time to remember our dear friend who took to the podium in the 2022 Canadian Nationals, Club class, Marian Rakusan.

Following this amazing event came the Cowley Summer camp which continues to be a large community draw and brings all

the clubs together with visitors from all over Canada and beyond. If you haven't been there, it is one of the best social and flying events in Canada. Anything could happen, and may pilots advance their flying with winch training, flying over mountains, ridges, and sometimes in wave lift for the first time at this camp. The Fall camp sees smaller numbers due to harder conditions yet this past year was another that gave us visions of growth with a larger than imagined Thanksgiving dinner organized by Sheldon Steinke. The community hall had so much room and a stage for musical performances by in-house talents that we could easily accommodate twice the turnout if held there again. Diamonds might be forever, but so are these memories for anyone who can make attending these national class events hosted by many volunteers and support of the ASC.

Alberta anticipates with great excitement the 2024 Canadian National Soaring Championships to be held at CuNim the last two weeks of May. Keep your eyes and ears open and follow along from home if you cannot make it in person.

As Zone Director I am working on a few projects in 2024 to support and grow our sport and look forward to hearing from anyone, even outside Alberta, on these initiatives.

Cu Nim Gliding Club – Patrick McMahon

The past year was another great one for members of the Cu Nim Gliding Club. Fleet challenges and challenging weather were headwinds, but we moved forward as a group with purpose on the culture side of the organization. After all, we are a social club with a flying addiction.

The Cu Nim "thank you" culture seems alive and well. Many hands are making light work, pilots seem especially open to record "I could have done better" moments through a volume of incident reports, and members are quick to give thanks with words or emojis in person or in chat!

Of particular note is the "social event overhaul" lead by my lovely partner, Bryanna Wagg. With help from Michael and his partner Erica, Derek, Simon, and support on the grill from Harry and Sheldon, Cu Nim hosted four very well attended BBQs. The final two of the season were great celebrations to mark goodbyes to a new friend, Loïs Fleury, and an old one, Mike Crowe. Loïs joined us for the summer from France, making a huge impact through his short stay. Mike Crowe has been an "everything man" at Cu Nim – a soaring pilot, an instructor, a tow pilot, and a reliable set of strong hands. Mike is moving to Saskatchewan to be closer to family and will be missed. Special thanks to those who have contributed so much to Cu Nim in 2023, and in the years and decades before!

We had a changing of the guard at our spring AGM to kick off 2023. Casey Brown stepped away from the Treasurer position (the hardest position on the board) after five years. His dedication to Cu Nim required three people and an outside service to replace him. Derek Jones is the new Cu Nim treasurer, and his first order of business was vetting and bringing in a professional bookkeeping service. His second order of business was translating years of 'engineer' bookkeeping in Excel to

GAAP bookkeeping with Quickbooks. This will ultimately make Derek's job easier, but 2023 was busy and at points frustrating for him! The executive team also welcomed a functional membership director in Dan Reid who is trying to manage our student wait list (37 at the start of October 2023), and ensuring new members are supported through the start of their soaring journey. Mircea Pereni joined the executive to support "technical services" including admin of our Google Suite and other digital services, working with Derek on the OGN, and other issues that might lead some folks (like me) to throw a lap top.

Elian Dupre Sarmiento was our Intro coordinator and he modernized this "clunky" portfolio. He implemented a digital liability waiver, moved the flight certificate to automatic and online from a manually created PDF. He worked around the serviceability of the DG-1000, fire smoke, and other roadblocks to scheduling for flying intros. He took ownership of the intro target, scheduled a dedicated intro day when the colours of the leaves were turning, and was very effective within the constraints that the weather and the fleet imposed. This is the second hardest ongoing job in the club.

Cu Nim set a recent record for flights flown from our airfield. As of 12 November, 1169 aerotows had launched from the club, toward a target of 1250. Nearly 47% of these were training flights. Cu Nim retained third place overall in Canada on the OLC despite scoring 37% fewer OLC points than in 2022, it not being a great cross-country season. Cu Nim's instructor cadre welcomed new and renewed instructors Dan Reid, Mike Busuttill, Dave Morgan, and Simon Youens.

Cu Nim is lucky to have in Chris Gough an effective CFI who is also a passionate cross-country pilot. In 2023, Chris organized a significant soaring competition, for the first time since 2019 hosting it at Cu Nim. A week of racing with the revival of the "Western Canadian Soaring Championships", and a weekend finale of the "Alberta Provincial Soaring Championships".

The contest, with competitors travelling from all points between Ontario and BC, regrettably saw only two racing days, both on the final weekend – both competitions ended up sharing the same podiums with Chris on top in FAI class and Dragan Zubovic (VSA) on top in Club class.

Our maintenance portfolio experienced challenges, but our relationships with local AMEs have improved dramatically; all partners now understand how critical prompt turnarounds are for the operation of the club. Our Pawnee TTY was serviced on time during Summer Cowley, and had its annual done through Fall Cowley, running a little bit long due to some fabric work. The DG-1000 had its 3000-hour inspection done over the winter and was delayed in its return to service at the start of the flying season. We had an incident and repair on our ASW-19, and the LS4 experienced very strange damage to an aileron control rod requiring a part to be manufactured. Thanks to Ben Hornett who has led this portfolio, and his efforts to make everything work smoothly.

We waited all season for a decision on our casino application, critical for capital planning. A new "hangar committee" is to

evaluate structure options and costs. The club's ability to move on this is affected by the ambiguity around casino funding and no decisions were made this year. With rising interest rates, our treasurer recommended an accelerated pay-down of our one remaining ATB loan which should be closed in 2024 – 13 years ahead of schedule!

Cu Nim has a new way to get a snapshot of our ongoing financial condition, is budgeting for engine overhaul and glider renewal. We plan to renew the panels of the DG-1000 over the winter, and with nearly 75 flying members are at fleet limits based on an arbitrary 1 to 15 glider to member ratio. Cu Nim is now one of Canada's large gliding clubs, heading in the direction of the goal of becoming 'Canada's Premier Soaring Centre'.

Lethbridge Soaring Club – Geoff Minors

Our season started off as early as possible. We had several new members including two youth. With only two instructors on hand we did our best to support our students. Our newest member, Roy Cowden, used to fly gliders years ago and wanted to be recertified as soon as possible. Roy went solo again after only a few flights and was soon checked out to fly the rear seat for introductory flights on winch and aerotow – a future instructor in the making.

We will have 2 or 3 new instructors for 2024, a great help. LSC now has more solo pilots than students which should now see our pilots achieving their goals, something to look forward to in the coming years as the club continues to grow.

2023 was a very good season for us with an increase air time and launches for our only club glider. LSC also had an incident-free year. We are planning on holding ground school over the winter months to keep us all more safety focused.

Over the past years we have refined our operation to where we are comfortable and feel safe using the ASC winch. it's a very economic form of getting into the air, 103 launches were made this year. We have gone cross-country and into the Cowley wave from the winch. If you have not tried a winch launch, why not come to Cowley and take some lessons.

We would love to see you spend some time with us to get you checked off using the winch. I would like to thank Ray Troppmann from ESC for helping out as our adopted instructor during the ASC Cowley camps. We are looking forward to the 2024 season with more activity.

Central Alberta Gliding Club – Judy Sokora

CAGC had a good season of flying that consisted of a few familiarization flights but lots of flying by members. Jeff Runciman (a new instructor) and John Mulder did most of the instruction this season. Dale instructed and towed until he had to go help with the harvest. Ethan did a lot of towing too but his skills with farm equipment were needed in the fields before too long. Jerry was the primary tow pilot and we could have not done much flying without him at the helm of the Scout.

We had three Air Cadets join us, with two completing their Glider Pilot Licence. The third should complete his early next

season. All the cadets did get their Power Pilot Licences when they went to their prospective power pilot camps with the Air Cadet League. Our most senior pilot, 91 year old Peter, was an encouragement to these young men and woman and all of them gained much from the other. Peter really enjoys being part of the club and is willing to help out wherever he can, even pulling out the gliders to the flight line.

We had two visitors from the UK. One was a soloed cadet who, along with her family, were in the area so contacted us to go for a flight. She had hoped for two but a thunderstorm changed those plans. Leo flew with her and they ended up at cloudbase in relatively short order. This had never happened to her before! Another visitor was in the area on business hiking through the Burgess Shale. After his flight, he stayed around just to be in the relaxed ambience of the Alberta prairie and planes.

Dmitry has started a *YouTube* channel and with Tom contributing his video footage, CAGC now has a few videos on the CAGC channel. They are masterfully done and a pleasure to watch over and over again. Hopefully, if everyone "Shares" these videos, it will increase our visibility. Dmitry will post more footage this winter now that flying is over for the season.

We had a number of BBQs which was a great way to socialize and share stories and tales of flights in beautiful central Alberta and connect with those who aren't pilots but did support us in pragmatic ways when we needed their skills and expertise. We look forward to the 2024 season with great anticipation.

Edmonton Soaring Club – Steve Godreau

Absent the kick start of the Nationals we held in 2022, the exec and members were on their own to recreate that excitement and a quick season start. It was also time to truly test our new procedures, fleet mix, and recruit/retain and engage new members, license new pilots and continue to challenge and allow our burgeoning cross-country and wannabee contest pilots a safe/encouraging space to grow and stretch. All while honouring and respecting the many long-term members as our beloved sport evolves and changes.

The early start on 15 April and getting 87 flights before the end of the month was phenomenal – allowing us to get all our check flights completed and ab-initio training going in earnest. We had everyone qualified and ready in May for three of our six scheduled "fly weeks". In turn, those fly weeks were key to helping newer contest pilots to get ready for the Western Canadian and Provincial contests.

When the numbers were compiled at the end of the season, in over 87 days of flying we hit the 1000 flight mark for the first time in recent memory, a 21% increase in flights and 19% increase in hours from 2022. We also moved up from 12th to 8th (one point out of 7th) in Canada on the OLC rankings with more pilots attempting and posting their cross-country adventures. One of the most notable flights of the year was by Ray Troppmann and Michael Carson, flying our DG1000 447 km to the contest at Cu Nim. They claimed the FAI territorial, multiplace, 3TP distance record (419.8 km handicapped). With our revived focus on contest and cross-country flying, ESC

deployed four club ships to the Provincial contest as well as two private ships. ESC was also very well represented at both Cowley camps including the use of one of our Pawnees there.

With all this growth, one of the secrets to our recent success has been simply operating longer days. However, we realized that these longer days on the field often take volunteers away from their personal flying goals. Therefore, we are concentrating on training new tow pilots and instructors, an initiative that will continue into 2024 to keep up with the increased activity of the club. This has the dual result of personal growth for many members as well as additional capacity for training newer members.

Our ongoing focus on Objective Oriented Learning has also continued to show results. Our target remains 10 active students, putting our typical roster about 15. Of our seven returning students we had three complete their flight tests in addition to one student through our Air Cadet partnership. This year we added a Student Coordinator who quickly improved the experience for new students by providing them with a welcome guide with all of the basics and expectations of a new student. We adopted a new version of the Pilot Training Record Books which has assisted both instructors and students in the monitoring of their progression. With periodic interactions with the student coordinator, we can ensure students are aware of and, more importantly, that the prerequisite requirements (such as SPP) are completed sooner than required.

We have had no problem this year attracting a healthy number of new students which is due in part to the record numbers of discovery flights (>150) we have had and we continue to book many months out. As a result, we had three new students sign up as late-season members and several more who have committed to joining us in the spring. It is very interesting to see the new demographics of many new members, we have a budding aviator at the age of 14 as well as some brand-new Canadians coming to us with flying experience from their former countries. With some additional promotion on social media and the spring ground school we have no doubt we will have a full roster and likely a waiting list for next season.

Again, thanks to Fleet Manager Ray Troppmann, we had another season of high readiness and aircraft availability. The LS4 became a valued and well-flown member of the fleet. We had no significant damage or incidents grounding aircraft this year leaving us two towplanes and seven gliders serviceable virtually all season. This contributes to our ability to support provincial events through our towplane agreements with ASC and to continue to increase and support our members who want to compete away from Chipman.

We recognized in 2022/23 that as a soaring club there are two sometimes-competing capital priorities: the fleet (everyone always wants a hot new aircraft), and the facilities which if neglected, won't let us fly the hot new machines. With that in mind, we are working towards a much more formal capital plan to help balance necessary maintenance, reserve funds (such as towplane engine overhaul), additional hangars for private aircraft and club fleet refreshment. Major investments will

be identified, potential for grants and other assistance will be considered, and then we will budget appropriately.

Even as we closed the hangar doors for the last time in 2023, our Facilities Manager, Clayton, his team and a bunch of heavy equipment were filling the last low spot on the field, aka "Lake Chipman", a project continuing into 2024. Hopefully we will see everyone there and maybe on Condor, at a social event, or ground school in the meantime.

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

The club started flying on 7 May with instructor and member check flights. Flying in earnest commenced on 13 May. We flew a total of 21 days ending on 12 November for a total of 34.5 hrs and 133 flights. The number of flights were down 50 from last year but the total hours flown were up by 1:10. The total time flown was the second highest in the last ten years. The club finished the year with eleven members. We had a 15 year old female student go solo this fall and should receive her licence early next spring.

The club safety record was blemished with two accidents which removed the two trainers from service for a period of time although not both at the same time.

The club purchased C-FVTH, a Krosno Puchatek, from Winnipeg. We now have four gliders: two trainers (Ka-7 and Krosno) and two single seaters (Phoebus C and K6e). The addition of the K6e makes the transition of the students to a solo glider and then into the higher performance solo glider much easier. We sold our second Ka-7 that we had as we did not have enough students to justify keeping it.

There has been a lot of interest shown by a few of the people taking fam flights this year and have indicated they would likely be joining the club in the spring.

Regina Gliding & Soaring Club – Darrin Bitter

It was another very quiet year for the Regina Gliding and Soaring Club. It had no new members and there were only a few flights during the 2023 season. We hope to have a better year in 2024.

Saskatoon Soaring Club – Ian Barrett

Our season started May 7 with our annual inspections taking place. We had decided to insure only our Blanik L23- and L-33 aircraft for the season. We had 14 club members this year.

We had a lower-than-average number of flights in 2023. Our trusty towplane only logged 35 hours. Weather affected our soaring in the spring and we had smoke in August. We also had limited instructor resources which we hope to address for 2024.

One private owner at our club, Ryan Wood, attended the Cowley

summer camp with his Std Libelle. On the last day, he decided to fly back toward his home in Martensville. His family (crew) followed with the glider trailer prepared to trailer it from wherever he landed. He flew all the way home – 618 km in 7.7 hrs at 79 km/hr. This was indeed a very noteworthy flight!

We had two incidents this flying season. The first involved retractable landing gear not staying locked in place on our L-23 during a landing. As the gear does not fully retract by design, the damage was minimized. The aircraft was inspected and continued flying for the rest of the season. The second incident involved the L-33 spoilers deploying on tow during turbulence. On the same flight the spoilers deployed a second time. The pilot was able to quickly close the spoilers again without problems. Both cases may be due to the locking detents for these controls requiring fairly robust force to put them in the locked position. The CFI and safety committee will be reviewing these incidents with the club pilots to ensure we learn from them and reinforce proper procedures.

Unfortunately, the provincial funding that we had been receiving from SaskSport ended this year due to our collective inability to meet minimum participation requirements across the three soaring clubs in the province. This led to a net loss in 2023 and a need to dip into reserve funds.

At our 2024 AGM, the executive will be proposing fee increases and we will be talking about an incentive plan to increase instructor participation for the year. We will also be discussing if there might be some collaborating possible between our provincial clubs so we can build on each others strength.

Winnipeg Gliding Club – Mike Maskell

Our 2023 season saw operations begin on 6 May, on par with historical dates. As per our normal operational routine we had an "all-pilots" safety meeting a few weeks prior to our start-up and included with this was a pre-season quiz comprising fifty questions on various flying topics. Our tow pilots also have a similar safety review with towplane quizzes and a requirement to complete the Transport Canada Self-Paced Exam. All tow pilots also receive some dual flight time with our Chief Tow Pilot prior to being permitted to tow for the season.

The flying season was diminished slightly due to lingering smoke from forest fires in the northern regions of Manitoba and neighbouring provinces. However we persevered and by the end of our season we had achieved 759 flights for 655 hours. We logged 17,811 kilometres on the OLC, down considerably from other years, however it still allowed us to place ninth overall as a competing club in Canada. We were also pleased to be recognized nationally with the presentation of the Roden Trophy.

Throughout the flying season we had a couple of interesting events to challenge our pilots, one being a Summer Solstice Flying Day, wherein we flew on June 17 (as close to the longest day that we could arrange) from first legal daylight at 0457 and continued throughout the day with the last flight landing minutes prior to last legal daylight and the flight sheet tally showed 52 flights registered, a new club record for most flights in a single day, and finished with a social potluck supper.

That longest day event capped a full flying week that allowed for decent soaring by those participating. It is through events such as this that bring our club together and makes it a very enjoyable place to fly from.

Similarly to the previous three years we once again awarded the Manitoba Soaring Scholarship to a deserving and qualified student. This time around it went to an Air Cadet already training with us and eager to achieve his glider pilot licence. Joseph Fontaine was awarded the \$1000 scholarship and by mid-September had completed all aspects of his training and was recommended for a glider licence. Joseph also applied for and was awarded a SAC youth bursary for which he is extremely grateful. Initiatives such as these scholarships allow youth to participate at a reasonable cost and we expect to continue the Manitoba Scholarship in 2024.

Our long-serving Krosno was sold mid-season and this completed our 5-year fleet renewal position. Our PW6 sailplanes, having now flown 5 years and close to 600 hours have held up well and continues to be well utilized by club members.

We were also active in our promotion of our club and our sport with the WGC participating in the annual Manitoba Outdoors Show in February, the Manitoba Aviation Council career symposium and tradeshow, also in February, a fly-in to a local airport Aviation Days event in June where we had a private sailplane on display, as well as attendance with the Wings Parade for the Royal Canadian Air Cadet Regional Gliding School at Brandon. Twenty-nine young men and women were presented their wings at this event and our attendance promoted our gliding club as well as the Manitoba Soaring Scholarship. We also had some media coverage regarding a combined amalgamation with a turn-key camping business that joined forces with us to provide a location for an overnight “glamping” experience along with a Discovery Flight offer.

On 6 December the weather was decent enough to allow a very late season flying day with a dozen club members coming out to take part in the event. This marked the latest flying day ever for our operation.

This year coming will mark the 40th year of operations at the Starbuck Gliderport and the 65th year of the WGC being incorporated. We hope to continue on our growth and promotion of the club and expect to see another record year of our operation.

SOUTHERN ONTARIO ZONE – Stan Martin

2023 was a recovery year from post-Covid extremes. Flight numbers have increased, despite the fires and weather conditions which became an issue mid season. What I found particularly interesting is the greater numbers of younger pilots discovering the sport. Of note, Youth Flight Canada has had great success attracting university students by focusing on that segment. The University Soaring Society group has been established and there's now a waiting list for the program. Winter training with simulators is going well and expects this

will be a great aid in qualifying pilots. One of the expected benefits will be to reduce the burden on clubs and in particular the instructors. The program provides more opportunity for fundamentals of flight in a rich controlled environment without the burden on precious resources. I encourage clubs to learn from this experience. Please contact Charles Peterson for information on his program and its successes,

Most of the southern Ontario clubs have programs which encourage and provide for advance training. The particular focus has been to develop cross-country skills.

Air traffic is always a concern, but in 2022-23, the issue has become more intense with the increased traffic coming into Hamilton and Waterloo airports. Meetings with NAV Canada have generated positive feedback and some solutions. It is up to clubs to be diligent on this issue, inform its members and stay current with recommendations.

By all reports the 2024 season has high expectations and goals from all the area clubs. Cooperation within and between clubs is strong. This is good, and makes the sport stronger for it.

Great Lakes Gliding Club – Amir Awadalla

Winter 2023 started with the refurbishing of our club ASK-21. With the dedication of many club members and the exceptional skills of our AME, the entire airframe underwent meticulous sanding and repainting. The invaluable contribution of our AME cannot be overstated. The club also acquired a new glider, a Grob 103 Twin Astir C-GBTX. With this acquisition we now have two glass training gliders. A bit of a new era for a club that used to train on the aluminum KR-03A.

The start of the 2023 flying season started off well, many single seat pilots took advantage of the favourable conditions, the first week of June registered flights of 229, 407, and 530 km. The club launched 782 flights, third highest total since 2017. We had 350 instructional flights (a new record), 87 flights by solo students, and 90 paid experience/introductory flights. We had 17 students and 9 instructors. Two students advanced to solo and two solo students advanced to licensed glider pilot.

The only downside of the 2023 season was the forest fires which brought some smoke/haze causing marginal flying conditions from late May to early July. By the end of August the smoke/haze was mostly gone in our area.

We celebrated our 25th anniversary, with the typical BBQ and drinks that characterise a good gliding club, followed by a slideshow and speeches to relive our memories. Overall the 2023 year was a success and we look forward to the 2024 season.

London Soaring Society – Jeff Robinson

The 2023 season was shortened on both ends with towplane difficulties in the spring and poor weather in the fall. Once we started flying in June our progress cranked up very quickly as everyone was ready and keen to get back to flying.

Our club focus is certainly geared towards activities at the airfield, but we also found ourselves in other locations even before

the flying season began. Several of our pilots were focused on the cross-country ground school prior to the 2023 season. Many weeks of studying and planning were completed in preparation for the summer. In April, one of our private gliders found its way to Woodstock for a public discussion hosted by one of our members. Shortly after, the club spent an evening at the International Test Pilot School (ITPS) for a tour of their facility, aircraft and fun in the flight simulators. Our club supports local charities and causes throughout the year. This outreach continues to develop our ties with the local communities. In the fall, our club relocated to WOFC for a fly-in just down the road. Great weather produced some memorable glider flights and a great air show of powered aircraft. Looking forward to more off airfield activities this season.

We made some significant changes to our fee structure at the AGM which adjusted the flow of students into the club. Those students who did join were very engaged in club activities and were helpful at the flightline, airfield maintenance and much more. One of our younger students did successfully complete all requirements for his GPL and will be continuing his flight training locally on powered aircraft. 2023 also saw our first students through our ongoing relationship with ITPS. Many test pilot students were able to try their skills in certainly the quietest aircraft they would fly this year. Looking forward to continuing our relationship with ITPS and further success with our students this next season.

The club continues to be a bucket list activity for many guests in the surrounding communities. While our overall numbers were down for both recreational and instructional flights with a shortened season, the intro flights remain roughly consistent season to season. A significant amount of planning occurred towards the end of our season to prevent the loss of valuable flying time during the 2024 season. We can't control for all variables, but I expect to see the club fleet soaring high much earlier next year.

As always, our club punches above its weight in many ways. The members continue to work hard together to produce outstanding results and a fun environment for members and guests alike. Looking forward to another year of successes next season.

SOSA Gliding Club – Joerg Stieber

This past year marked a significant milestone for the SOSA Gliding Club as we celebrated its 75th anniversary.

Poor soaring conditions during most of the season due to smoke in June and rain in July and August which caused flooding on the runways resulted in a 13% shortfall in total flights and a 26% shortfall in introductory flights. Despite these adverse circumstances, SOSA is doing quite well. Membership is at a 10-year high at 144 flying members and there is a significant wait list of prospective new members. The delivery of a new DG 1001 Club is expected in March 2024. The club also has an ASK-21 on order to be delivered in 2025.

Early in 2023 the club decided to address an impending shortage of instructors by training five new instructors at the start of the season which worked out very well as it didn't disrupt the club's regular spring checks and spring training. The new

instructors brought significant enthusiasm to the team, contributing a substantial 244 dual training flights to our total of 1531.

In July we hosted the Canadian National Championships in 20m/18m Class and a handicapped Club Class. Due to difficult weather, only the minimum four contest days were achieved in both classes. SOSA pilots took first place in both classes. SOSA pilots also took the top spots in the OLC Club category for distance with 75,052 km and in the OLC speed category.

Flight Training and Safety The training is summarized as: 7 solos, 4 flight tests, and 3 licensed. From February to April SOSA will again host its popular Hangar Talk series, accessible to all SAC members. The schedule and log-in info can be found at: <https://docs.google.com/document/d/1V72nDQ4z0rZk3VQE1E1lpPLhv2KN4PQ4AoJmhNmDmyk/edit?usp=sharing>.

In April 2024 the club will run a ground school "Introduction to Gliding" and a 5-part Pre-Season Primer for club members covering aerotow, slips, spins, circuit and final approach and landing.

In response to two incidents of glider damage involving off-field landings, SOSA is currently developing a mentor-based XC Safety Program to improve safety and accelerate progress in cross-country badge attempts. The introduction is planned for the beginning of the flying season.

Flight statistics:	Total Flights	2854
	Training Flights	1531
	Winch Flights	435
	Intros	224

Toronto Soaring – Dave Bluhm

Smoke was unfortunately the dominant factor for Toronto Soaring in 2023 as I'm sure it was for many other clubs. Cross-country flying was limited due to uncooperative conditions. Many of TSC's cross-country pilots that are also instructors literally took a back seat and performed instructional duties to advance the record number of student pilots at TSC. The number of student pilots and familiarization flights performed tested TSC's tow pilots and instructors. However, rarely did a student leave the field without at least one flight.

TSC's (new to us) High Country towplane is still a very welcome addition to the fleet. Unfortunately, the TOST tow hook assembly failed us in late summer at the height of flying activity on the field. Thanks to the resourceful work of our AMEs and Dave Cole, a temporary solution to the dilemma was found when SOSA volunteered not only a replacement towplane but, at times, even a tow pilot. York Soaring also stepped up and offered any help they could provide; although not needed, the offer alone will not soon be forgotten. It soon became apparent that the defect on our TOST release assembly was a known problem and repair/replacement would take time.

SOSA's second loaner aircraft was due for its 100-hour inspection. Once again a solution was found by our Director of Maintenance by borrowing SOSA's tow hook and placing it on our own High Country while their Citabria went off for maintenance. The fact that we didn't immediately return SOSA's tow pilot Cameron Sills, was simply an error of convenience.

In spite of these technical issues, the flight line continued to operate and students advanced through solo and some to a licence. Cross-country flying also carried on when conditions permitted and the season ended overall very successfully.

Several challenges were thrown at us in 2023. Thanks to the dedicated efforts not only within the club but also within the soaring community as a whole, these challenges were overcome. It is said that adversity can build strong bonds. TSC is truly thankful for the assistance and friendship shown by SOSA and entire soaring community around us.

Our season ended with a social recognizing that achievements of the members both in and outside of the cockpit. TSC took great pride in paying the bar bill for SOSA's invited guests, Tom Coulson and Joerg Stieber.

York Soaring – Dave Bax

During 2023 York Soaring Association hosted two camps, one for Canadian youth and another for Hong Kong students. These camps resulted in all of the students completing their 20 solo flights and all the HK students receiving their licences. Another group of HK students has now booked four weeks with us in August 2024.

The 2023 season ended with a small decline in full memberships but an increase in youth and social memberships and also an additional small number of course memberships for power conversions to glider licence.

The number of flights flown in 2023 was well over 1500. One of our Twin Grobs was sold to an Argentine club. The club fleet is now 6 two-seat and 4 single-seat gliders, 1 two-seat and 2 single-seat towplanes.

Our five-year plan has been completed, one year early, with the runway tiling finalized and proven to work and with the dilapidated farm house at our entrance neatly demolished and land leveled. The new runway layout will be ready for the start of the 2024 season.

York Soaring leases a significant number of acres to our neighbouring farmer. With all of our land now tilled and further general increases in Ontario farm land prices, the financial future of the club is largely assured from our leasing contract alone.

From the start of 2024, we have our DG500 based in Florida available to all members for solo if qualified or for dual. Because of the significant number of 14–17 year old students camping with us last year, we have appointed a fully trained Child Protection Officer with the mandate to bring to the club clear policies for the benefit and protection of all. Furthermore, all training policies and towing procedures have been reviewed with young students in mind, resulting in updates to our various York Soaring in-house manuals.

We now have two members who are qualified to conduct Transport Canada on-line examinations and two members to conduct classroom-based radio examinations.

Our planned Antique Fly-in day 2023, in conjunction with the Great War Museum, was unfortunately rained out the entire weekend. We will try again this year and have been given great additional support and encouragement from the Wellington North Council staff.

We look forward to seeing members of other clubs fly in to see us during 2024.

EASTERN ONTARIO ZONE – George Domaradzki

After 30 years of steady decline in SAC membership across Canada (from 1335 in 1990 to 845 in 2021), the trend has finally turned. We have seen a slight increase in the last two years to 905. Is interest in gliding increasing in Canada? Let's hope so. The increase in SAC membership can be attributed in great part to the growth in membership in the Eastern Ontario clubs (RVSS, GGC and MSC). Though we can hardly say that the increase is statistically significant, if I were to hazard a guess as for the reason, I believe it is because of a more welcoming approach to new members and better retention strategies. I believe we need to be more accepting of new members and give them some leeway; sometimes it takes a few years for them to become serious participants.

Last October, members of the three clubs got together at Lake Placid. The weather looked promising and there were two good days of soaring. Unfortunately, the rest of the Lake Placid Wave Camp was cancelled because the airport had to be closed due to a fatal accident at the end of the runway. The airport fixed base operator, Russ Francis and AOPA vice-president, Richard McSpadden, died in the crash. I returned to Lake Placid a few weeks later, and the mood had somewhat improved. The staff conveyed their wish for us to return the following year.

Gatineau Gliding Club – Roger Hildesheim

2023 turned out to be a very active year in spite of the visibility challenges due to the wild fires burning across our country causing many low-VFR or no-VFR conditions. With this reduced flying activity, many members directed their energy and enthusiasm to a multitude of non-flying activities around the airfield. I don't think the GGC fleet looked as clean and washed as it did in 2023!

We were fortunate to have only minor maintenance issues again in 2023 primarily due our proactive preventive maintenance approach to our fleet.

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 continues to be 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 continues to see an increased level of winter activity (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. 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 20 students staying with the program to completion in March. In April we conducted our mandatory Annual Recurring Training Seminar (ARTS) for all flying members of GGC.

Our annual MayFly Fun Learning Contest was held once again over its traditional Victoria Day weekend in May. We also conducted an early season “virtual” Mayfly contest online using the Condor soaring simulator.

The 2023 Lake Placid Wave camp was abruptly cut short by a tragic accident involving a Cessna Cardinal and two very experienced US pilots.

The core flying season ended in November with winter storage hangar packing. In spite of the low visibility conditions that we experienced in 2023, we still managed to have some great flights in eastern Ontario. Let’s all stay safe and hope that 2024 continues to be another year of growth for flight operations.

Montreal Soaring Club – Kurt Sermeus

2023 was a year of relatively low flying activity. The number of flights was about the same as 2022, that is at 80% of pre-pandemic levels. But with a mere 80, the number of flying days in the season was at its lowest in many years (except 2020-2021). The main factor in this was the weather conditions being rather unfavorable. Seven out of eight of the club gliders and two of the three towplanes were flight-insured. Despite – and perhaps also thanks to – the lower flying activity, a lot of work has been done on the club facilities. Also, a new tractor and mowing equipment were purchased to keep up with the needs of the runway, which has almost doubled in length since a complete rebuilding of the grass strip in 2021.

Regarding flight operations, much emphasis was put in 2023 on increased rigor and communications. The daily briefing being conducted now every day at 10 am sharp without exception was the most noteworthy example. Another example was a more diligent use of the electronic snag reporting system for the club aircraft fleet. The annual end of season review meeting with all pilots to discuss good and bad of the club operations, new since 2022, helps set focus on objectives for the next season.

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. Furthermore, 2023 marked the first flight season with mandatory use of FLARM in all gliders, club and privately owned. A knowledge test on the proper use of flight computers and FLARM was therefore also added to the online self-evaluation quiz to be taken by all glider pilots before their season check flight.



L'année 2023 a été marquée par une activité de vol relativement faible. Le nombre de vols a été à peu près le même qu'en 2022, c'est-à-dire à 80 % des niveaux pré-pandémiques. Mais avec seulement 80, le nombre de jours de vol dans la saison a été le plus bas depuis de nombreuses années (à l'exception de 2020-2021). Les conditions météorologiques plutôt défavorables ont été le

principal facteur de cette situation. Sept des huit planeurs du club et deux des trois avions remorqueurs étaient assurés.

Malgré – et peut-être aussi grâce à – la baisse de l'activité aérienne, beaucoup de travail a été accompli au sein du club. Les installations du club ont fait l'objet de nombreuses activités d'entretien. Un nouveau tracteur et du matériel de tonte ont été achetés pour répondre aux besoins de la piste, dont la longueur a presque doublé depuis la réfection complète de la bande herbeuse en 2021.

En ce qui concerne les opérations aériennes, l'accent a été mis en 2023 sur une rigueur et une communication accrues. Le briefing quotidien, qui a lieu désormais tous les jours à 10 heures précises, sans exception, en est l'exemple le plus remarquable. Un autre exemple est l'utilisation plus assidue du système électronique de signalement des problèmes pour la flotte d'aéronefs du club. La réunion annuelle de fin de saison avec tous les pilotes pour discuter des bons et des mauvais côtés des opérations du club, nouvelle depuis 2022, permet de se concentrer sur les objectifs de la saison suivante.

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. En outre, 2023 a marqué la première saison de vol avec l'utilisation obligatoire du FLARM dans tous les planeurs, qu'ils appartiennent au club ou à des particuliers. Un test de connaissances sur l'utilisation correcte des ordinateurs de vol et du FLARM a donc été ajouté au questionnaire d'auto-évaluation en ligne que tous les pilotes de planeurs doivent passer avant leur vol de contrôle de la saison.

Rideau Valley Soaring – George Domaradzki

Rideau Valley Soaring had 62 members in 2023. This is the highest we've had in over 30 years. We've had somewhat less attrition than usual and a higher number of new members. However, the number of glider tows decreased to 907 from a record 1026 in 2022. We can attribute this decrease to the fewer number of gliding days (from 97 in 2022 to 87 in 2023) in part due to of smoky conditions, fewer student flights and the shortened Lake Placid Wave Camp. Interestingly, no students soloed this year, whereas six had soloed in 2022. This year was accident free and there was no damage to gliders.

We have now installed a OGN receiver station at our airfield. Members can now check glider activity through *Flightbook* from anywhere. *Flightbook* also helps with record keeping.

EAST ZONE – Sylvain Bourque

2023 ne fut pas la meilleure saison du côté météo et distance pour notre région de l'est du Canada (QC).

Ceux qui pouvaient se rendre disponible quand les rares journées véliables étaient au rendez-vous, ont pu faire quelques beaux vols. Le CVVQ a terminé au troisième rang sur OLC pour l'est du

Canada (ON+QC) en 2023 avec 27 700 points (quatrième avec 32 666 en 2022) et l'AVVC au quatrième rang avec 25 095 points (3ième avec 37 414 en 2022).

Aucun vol de plus de 500 km a été fait dans notre région en 2023, comparativement à seulement un en 2022 et 16 vols en 2021. Voici les vols de plus de 400 km qui méritent mention : Gabriel Duford a fait deux vols de 494 km dans son ASG-29E 18 m, un le 6 mai et un le 11 juin. Pierre Cypihot a fait un vol de 430 et un de 416 km dans son SZD-55 et Gustavo Tanoni 411 km dans son DG808s/18m. Pour le CVVQ, aucun vol de plus de 400 km. Les 3 meilleurs vols furent faits par Richard Noël avec 348, 301 et 270 km dans son Ventus cM 17,6m.

On aura l'occasion de se reprendre espérons en 2024 !



For who were able to make themselves available when the few days of soaring where there, we were able to make some nice flights.

CVVQ finished third in 2023 in OLC for Eastern Canada (ON+QC) with 27,700 points (fourth with 32,666 in 2022) and AVVC was fourth with 25,095 points (third with 37,414 in 2022). No flight of more than 500 km was made in our region this year, compared with only one flight of more than 500 km in 2022 and 16 flights in 2021.

Few flights of more than 400 km deserve mention: Gabriel Duford did two flights of 494 km in his ASG-29E 18 m, one on 6 May and one on 11 June. Pierre Cypihot made a flight of 430 and one of 416 km in his SZD-55 and Gustavo Tanoni 411 km in his DG808s/18m. For the CVVQ, no flights over 400 km. the three best flights were made by Richard Noël with 348, 301 and 270 km in his Ventus cM 17.6m. Hopefully we'll have a chance to get back on track in 2024 !

AVV Champlain – Mathieu Côté

Le rapport de cette année commencera comme le rapport de l'année dernière ; 2023 aura vu la consolidation qui avait commencé en 2022 se terminer, mais malheureusement une fois de plus dans des conditions de vol plutôt exécrables.

La saison de vol à voile de 2023 a été difficile, avec 8 week-ends complets annulés en raison de conditions météorologiques défavorables, ce qui a entraîné un total de 1 116 vols. Ce chiffre, bien qu'inférieur à notre normale, reflète les contraintes imposées par la météo, en particulier l'absence de thermiques. Cependant, nos mesures proactives des années précédentes pour assurer la disponibilité des pilotes remorqueurs et des instructeurs en semaine ont porté leurs fruits, nous permettant de maximiser les opportunités de vol en dehors des week-ends. Cette stratégie a été particulièrement efficace pour maintenir nos activités de formation, de vol acrobatique et de vol-voyages.

Notre flotte a connu des améliorations substantielles en 2023. Après une inspection approfondie de 3 000 heures, notre ASK-21 FASK est retourné en service, aux côtés de notre ASK-21 GKIQ, qui a repris ses opérations après des réparations en Allemagne et un transit océanique. Le DG-505 a également bien performé, garantissant que nos trois planeurs biplaces étaient opérationnels tout au long de

l'année. De plus, nous avons agrandi notre flotte avec un SZD-51-1 Junior impeccable, acquis aux États-Unis, qui a commencé à voler juste avant la saison hivernale. Cette acquisition aura restauré notre flotte de planeurs à sa capacité de 2020.

Pour nos opérations de remorquage, notre nouvel avion, WOZ, a représenté plus de 40 % de toutes les activités de remorquage, réduisant considérablement la charge de travail sur nos avions plus anciens permettant de leur donner de l'amour.

Des investissements significatifs ont été réalisés pour moderniser notre infrastructure. La maison du terrain a été réparée et des réparations ont été apportées aux portes principales du hangar. Des efforts ont également été dédiés aux améliorations de l'aéroport, notamment l'installation de nouveaux ponceaux, l'abattage des souches d'arbres et l'agrandissement des espaces de stationnement pour les remorques et les planeurs. De plus, nous avons travaillé sur l'élimination progressive d'une colline qui présentait un risque pour la sécurité des vols. Ces efforts soulignent notre engagement à fournir un environnement d'exploitation sûr et efficace. L'esprit de collaboration et de travail acharné de notre club était évident dans les réalisations de 2023.

Notre programme de formation au vol acrobatique a continué à prospérer, et nous avons accueilli de nouveaux instructeurs, qui ont joué un rôle crucial dans la réduction du retard de formation. Bien que nous ayons observé une légère diminution du nombre de nouveaux élèves, l'enthousiasme et le dévouement de nos membres et instructeurs sont restés forts. Notamment, nous avons célébré l'absence d'incidents ou d'accidents tout au long de l'année, témoignant de notre engagement envers la sécurité.

En regardant vers l'avenir, notre objectif reste de mieux comprendre les coûts opérationnels et d'explorer de nouvelles avenues de génération de revenus pour maintenir et développer notre adhésion. Le défi est de concilier l'accessibilité de nos tarifs avec la viabilité financière de notre club. Les progrès réalisés en 2023 nous positionnent bien pour atteindre ces objectifs.

L'année 2023 a été un témoignage de la résilience, du dévouement et de l'effort collectif de l'Association de Vol à Voile de Champlain. Malgré les obstacles présentés par la météo, nous avons fait des progrès significatifs dans le renforcement de nos opérations, de notre flotte et de nos installations. En avançant, nous restons engagés à promouvoir une communauté sûre, inclusive et prospère pour tous les amateurs de vol à voile.



This year report will begin like last year report; 2023 at Champlain saw the much of the consolidation that begun in 2022 being completed, in lieu unfortunately once again of being a great soaring condition year.

The soaring season of 2023 was challenging, with eight full weekends cancelled due to unfavorable weather conditions, leading to a total of 1116 flights. This figure, though lower than our usual, reflects the constraints imposed by the weather, particularly the absence of thermals. However, our proactive measures in previous years to ensure the availability of tow pilots and instructors during weekdays paid off, allowing us to

maximize flight opportunities outside weekends. This strategy was particularly effective in maintaining our training, aerobatic, and cross-country soaring activities.

Our fleet saw big improvements in 2023. After a thorough 3000 hour inspection, our ASK-21 FASK returned to service, alongside our ASK-21 GKIQ, which resumed operations after repairs in Germany and ocean transit. The DG-505 also performed excellently, ensuring that all three of our two-seater gliders were operational throughout the year. Additionally, we expanded our fleet with a pristine SZD-51-1 Junior, acquired from the US, which began flying just before the winter season. This acquisition restored our glider fleet to its 2020 capacity. For our tow operations, our newest plane, WOZ, accounted for over 40% of all towing activities, significantly reducing the workload on our older aircraft and allowing for their maintenance and care.

Significant upgrades were made in our infrastructure. The field house underwent repairs, and major improvements were made to the main hangar doors. Efforts were also dedicated to airport enhancements, including the installation of new culverts, removal of tree stumps, and expansion of parking spaces for trailers and gliders. Additionally, we worked on the gradual removal of a hill that posed a risk to flight safety. These efforts underscore our commitment to providing a safe and efficient operating environment.

Our club's spirit of collaboration and hard work was evident in the achievements of 2023. Our aerobatic training program continued to thrive, and we welcomed new instructors, who played a crucial role in reducing the training backlog. While we observed a slight decrease in the number of new students, the enthusiasm and dedication of our members and instructors remained strong. Notably, we celebrated the absence of any incidents or accidents throughout the year, a testament to our commitment to safety.

Looking ahead, our focus remains on enhancing our understanding of operational costs and exploring new avenues for revenue generation to sustain and grow our membership. The challenge is to balance affordability with the financial sustainability of our club. The progress made in 2023 positions us well for achieving these objectives.

The year 2023 was a testament to the resilience, dedication, and collective effort of the Champlain Soaring Association. Despite the hurdles presented by the weather, we made significant strides in strengthening our operations, fleet, and facilities. As we move forward, we remain committed to fostering a safe and thriving community for all glider flying enthusiasts.

CVV Québec – Richard Noël

Une saison pas si extraordinaire pour ses conditions météo, spécialement les fins de semaines qui étaient pluvieuses. Nous avons fait 1020 vols en 2023, comparé à 943 en 2022 et 1255 en 2021. Notre membership autour de 50 est constant. Nous avons opéré avec un seul avion remorqueur (Pawnee) pour toute la saison d'été, mais les conditions météo n'étant pas très favorable, nous n'avons pas été pénalisé par ce fait.

Le club a procédé à l'achat d'un Scout en remplacement de notre Maule qui a été détruit lors d'un accident suite à une panne moteur à Baie St Paul en fin de saison 2022 (heureusement sans blessé). Nous sommes allés le chercher à Drumheller en Alberta à la fin août et il a débuté son opération à la fin de septembre 2023. Après quelques semaines de remorquages, nous sommes confiants qu'il sera un bon avion remorqueur.

Nous avons acheté un deuxième Puchaz pour notre flotte de planeur école en remplacement de notre Grob 103. L'utilisation de deux planeurs écoles identiques est une recette gagnante pour les élèves. Nous avions deux Blanik à l'époque.

Notre officier de sécurité a pris les bouchées doubles et a été très réactif à toutes les situations que nous avons vécues. Cette vigilance est très bien appréciée de tous les membres.

Il n'y a pas eu de grands vols de distance cette année, dû aux conditions météo. Mais nous avons quand même inscrit 290 vols sur OLC fait par 22 de nos membres. Nous espérons une météo plus clémente pour cet été avec une saison sans accident comme 2023.

Le recrutement a été formidable cette année. Nous avons changé nos méthodes de recrutement et sommes plus sélectifs dans nos choix. Nous ne visons plus la quantité de nouveaux membres, mais bien la qualité de ceux-ci. Je crois que nous visons juste et ces membres s'impliquent et désirent rester au club pour plusieurs années.



It was a not so extraordinary season for its weather, especially the rainy weekends. We had 1020 flights in 2023, compared to 943 in 2022 and 1255 in 2021. Our membership of around 50 is constant. We operated with just a single towplane (a Pawnee) for the entire summer season, but the weather conditions being not very good, it wasn't a problem.

The club purchased a Scout to replace our Maule which was destroyed in an accident following an engine failure at Baie St Paul, end of the 2022 season (fortunately no injuries). We picked it up in Drumheller, Alberta, end of August and start to use it end of September 2023. After a few weeks of towing, we are confident that it will be a good towplane for us.

We bought a second Puchaz for our training glider fleet to replace our Grob 103. Using two identical training gliders is a winning recipe for the students. We had two Blaniks at the time.

Our security officer worked hard and was very responsive to all the situations we experienced. This vigilance is very much appreciated by all members.

There were no long distance flights this year, due to weather conditions. But we still registered 290 flights on OLC made by 22 of our members. We are hoping for better weather this coming summer with an accident-free season like 2023.

Recruiting has been great this year. We have changed our recruitment methods and we are more selective in our choices, choosing quality over quantity. These members are more involved and want to stay at the club for several years.

CVV Saguenay – Pascal Mourgues

La saison de vol à voile 2023 du Club de Vol à Voile Saguenay (CVVS) a été marquée par des défis météorologiques et environnementaux, mais aussi par un engagement indéfectible envers la passion du vol à voile. Dans cet article, nous reviendrons sur les faits saillants de cette saison, en examinant de près les chiffres clés et les événements marquants.

Nombre de vols et conditions météorologiques

La saison a débuté le 17 mai 2023 avec une certaine excitation parmi les membres du club. Cependant, les conditions météorologiques n'ont pas toujours été de notre côté. Avec les nombreux feux de forêt qui ont ravagé une grande partie du Canada, le mois de juillet a été particulièrement difficile pour le CVVS. Un smog persistant causé par ces incendies a enveloppé la région, limitant ainsi nos activités de vol. En conséquence, nous n'avons pu enregistrer qu'un seul vol ce mois-là. Mai 2 vols, Juillet 1 vols, Août 16 vols, Septembre 5 vols, Octobre 15 vols.

Activités des pilotes Malgré ces défis météorologiques, nos membres ont démontré leur engagement envers le vol à voile. Les activités des pilotes ont été les suivantes :

- *Activité des Membres Solo: 11h38 au départ de Saguenay, avec un pilote ayant effectué 25 heures en France.*
- *Activité des Instructeurs: 20h43 de vol double avec 2 élèves.*
- *Total Activité des Pilotes: 55h05 min (à noter que ce total ne comprend pas les 25 heures effectuées par le pilote également inscrit dans un club dans le sud de la France)*

Faits Marquants Bien que la saison ait été difficile, plusieurs faits marquants sont à noter. Parmi eux, un pilote a réalisé un impressionnant total de 25 heures de vol en France, démontrant ainsi son engagement et sa passion pour le vol à voile. De plus, nos instructeurs ont partagé leur expertise en accumulant 20 heures et 43 minutes de vol en double avec nos élèves.

Perspectives pour 2024 En dépit des défis rencontrés en 2023, le CVVS reste optimiste pour la saison à venir. La maintenance et l'inspection de nos aéronefs seront complétées d'ici avril 2024, ce qui nous permettra de commencer la saison plus tôt. Nous espérons également des conditions météorologiques plus favorables et une saison sans incidents majeurs.

Conclusion La saison de vol à voile 2023 du CVVS a été une année de défis et d'opportunités. Avec seulement 39 vols enregistrés et des conditions météorologiques difficiles, notamment en raison du smog persistant causé par les incendies en juillet, cette année marque notre plus petite année depuis la création de notre petit club. Cependant, nous sommes résolus à surmonter ces obstacles et à continuer de promouvoir notre passion pour le vol à voile dans la région du Saguenay.



The 2023 gliding season at the Club de Vol à Voile Saguenay (CVVS) was marked by meteorological and environmental challenges, yet it also showcased an unwavering commitment to the passion for gliding. In this article, we will review the highlights of this season, closely examining key figures and noteworthy events.

Number of flights and weather

The season commenced on 17 May with a sense of anticipation among club members. However, weather conditions were not always favorable. With numerous wildfires ravaging a significant portion of Canada, July proved to be particularly challenging for CVVS. Persistent smog resulting from these fires blanketed the region, thereby limiting our flying activities. Consequently, we were only able to record one flight during that month. Our monthly flights were: May–2, July–1, August–16, September–5, and October–15.

Pilot activities Despite these meteorological challenges, our members demonstrated their dedication to gliding. Pilot activities included:

- Solo members: 11:38 hours departing from Saguenay, with one pilot logging 25 hours in France.
- Instructors: 20:43 hours of dual flying with two students.
- Total pilot activity: 55:05 hours (not including the 25 hours by the pilot also registered with a club in southern France).

Highlights Although the season presented its challenges, there were several noteworthy achievements. Notably, one pilot accumulated an impressive total of 25 hours of flying in France, underscoring their dedication and passion for gliding. Additionally, our instructors shared their expertise, accumulating 20 hours and 43 minutes of dual flying with our students.

Outlook for 2024 Despite the challenges encountered in 2023, CVVS remains optimistic about the upcoming season. Aircraft maintenance and inspections will be completed by April 2024, allowing us to commence the season earlier. We also hope for more favorable weather conditions and a season free from major incidents.

Conclusion The 2023 gliding season at CVVS was a year of both challenges and opportunities. With only 39 flights recorded and challenging weather conditions, particularly due to persistent smog caused by fires in July, this year marked our smallest year since the establishment of our small club. Nevertheless, we are determined to overcome these obstacles and continue promoting our passion for gliding in the Saguenay region.

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

Les activités à l'ACE de Bromont durant la saison 2023 ont été encore une fois très limitées. Nous avons eu quelques journées de vols, principalement avec le HK36. Nous avons vendu notre HK36 et nous n'avons finalement reçu notre ASG32 MI qu'en janvier 2024. La saison 2024 devrait être meilleure.

Nous n'avons pas eu de nouveau membre cette année.



Bromont ACE activity has been very limited again for 2023. No new member and mainly flight on the HK36. We have sold our HK36. We received our new ASG32 MI this January 2024. We should have a better season in 2024.

2023 report from the Alberta Soaring Council

Jason Acker, president

SOME READERS MAY KNOW that the Alberta Soaring Council was established in May 1966 with the primary objective of supporting the Royal Canadian Air Cadet Glider pilot training. Since then, our provincial organization has only grown and has been able to provide extensive support to the gliding clubs in Alberta. As an addition to the SAC annual reports package, this provides information to SAC members on what ASC has been able to accomplish in 2023.

While the spring soaring season started early for many of our clubs in Alberta, the unseasonably warm weather quickly fueled the particularly intense forest fire season we saw in 2023 which hampered many of our planned activities and club training programs. On a positive note, I am happy to report that many of our clubs were able to exceed last year's flight totals and we are seeing solid membership growth. At the end of 2023, we have 161 club members registered with the Alberta Soaring Council; a growth of 9% over 2022.

The Summer and Fall ASC Cowley camps were well attended in 2023 and provided pilots an excellent opportunity to explore the Porcupine Hills, Livingstone Range and the Cowley Wave. Summer Cowley saw 39 registered pilots complete 136 flights (275:24 h) over nine flying days and Fall Cowley had 40 pilots complete 103 flights (156:37 h) over seven flying days. Our decision to invest in having a second towplane available at the camps and our introduction of *TakeUp Slack* in 2022 continued to be of benefit to the camp operations. Dates for the 2024 Cowley Camps will be July 27 – Aug 5 and Oct 5 – Oct 14.

This past year we were able to launch a renewed Alberta Soaring Council Youth Development Program. With funding from our Alberta Gaming Liquor and Cannabis (AGLC) Casino licence we are able to help support the development of youth pilots. In 2024, we focused our program on four areas: affordability, instructor/coach development, equipment availability, and facilities. We are providing up to \$750 in subsidies to seven youth members to support their SAC membership fees, tow fees and glider rental fees. This year, each club received a subsidy equal to 50% of the insurance costs for a two-seat glider to help make that equipment available for youth soaring development activities. In addition, we reimbursed clubs for a portion of the annual instructor check flights and Transport Canada instructor rating renewals. Support from the Youth Development Program was also provided to help defer the costs of operating the Cowley camps. In total, clubs have directly received \$12,522 in funding from ASC with an additional \$11,901 going to support Youth Development Program priorities in 2023. We look forward to engaging with the community again next year to support youth soaring development in Alberta!

The ASC financials have been stabilized with our securing a casino licence from AGLC. Securing these funds is one of the core part in rolling out a long-term financial sustainability model

for ASC. Adding to this sustainability will include developing a philanthropic donation program. In 2024 we are exploring application for a Charitable Donation number with Revenue Canada to support our long term advancement.

Building on the success of the 2022 National Championships in Edmonton, we were able to host the "2023 Western Showdown" in Alberta in mid-May this year. Hosted by Cu Nim, this event attracted 24 pilots / teams from across the western provinces (and SOSA) for a combined Western Canadian Soaring Championship and the Alberta Provincial Soaring Championship. While smoke and poor weather hampered much of the competition, in the end we were able to get two racing days in with Chris Gough (99) the winner of the FAI Class and Dragan Zubovic (D2) the winner of the club class. Congratulations to all of the competitors. A special thank you to Jos Jonkers (Contest Director), Chris Gough (Contest Manager), Casey Brown (Scoring), Mike Busuttil (Safety), Tony Burton (Weather), Denise Vanderkooi (Social Events) and all of the volunteers who made the 2023 Western Showdown a fun and safe event. We very much look forward to welcoming pilots from across Canada to the 2024 National Soaring Championships which will be held at Cu Nim in May 2024!

This year we had the opportunity to continue supporting the Air Cadets as we were asked by the Alberta Provincial Committee of the Air Cadet League of Canada to help four cadets who were unable to finish their glider licence requirements during the past few summer training courses. Working with Derek Blatchford and Rhonda Barraclough from the Alberta Air Cadet League, cadets were provided with a scholarship which has funded the costs to complete their training with ESC and CAGC. In addition, Edmonton was able to help support additional cadets from BC with their training in 2023. Thank you all who have helped support this important program.

In September this year, the ASC was able to renew our agreement with NavCanada for the procedures we use to activate the high altitude wave blocks around Cowley [CYA201(S)] and Grande Prairie [CYA215(S)]. Unlike previous agreements, we were able to make this a permanent agreement with NavCanada, so no need to now look at renewing every five years. Improving airspace was a theme this year. With the support from Tyler Paradis we were able to request and have approved a "Section 5.1" exemption which established restricted airspace between 14000 and 18000 feet around Cowley to permit increased safety of our operations during the Fall camp. We look forward to working with NavCanada next year to establish the same restricted airspace to support our members who have the goal of that high altitude wave flight.

It has been another exciting and safe soaring year for the Alberta Soaring Council affiliated clubs and members. Continue to be safe as we grow the sport in 2024!

TREASURER'S REPORT on 2023 Financial Activities

Jay Allardyce

AFTER SEVERAL YEARS OF LOWER EXPENSES due to changes necessitated by COVID-19, 2023 was a more normal year from an expense standpoint. We had our first in-person AGM meeting since 2019 and there were a number of additional contests that occurred in 2023 and these two line items were the main contributors to the higher expenses. The Board also voted in favor of increasing the Office Manager fee to acknowledge the great job that Tom is doing and also partially to account for inflation. I think we can all agree that Tom is doing a fantastic job in his role as Office Manager and the support he is providing is far superior to what we received when our office management was handled by COPA. Thanks for the great work, Tom!

SAC's investment account balance with BMO Nesbitt Burns was \$1,504,160 at the end of 2023. The balance at the end of 2022 was \$1,578,952, a reduction of approximately \$74,000; however, \$90,000 was withdrawn in 2023 to support SAC's operating expenses so technically the investments had a modest increase of about \$16,000. Part of the reason for the large withdrawal was because no funds were withdrawn in 2022 so at the end of 2022 when many clubs started to submit claims for the Safety & Instructor Development Grant, SAC didn't have enough funds in the chequing account, so funds were withdrawn from investments in early 2023 to pay out the grants to clubs. This is the reason why the Audited Financial Statements reflect a higher Accounts Payable balance for the 2022 financials. SAC's investments have contributed \$195,000 to offset operating expenses since 2016. About 40% of SAC's operating expenses were covered by the proceeds from SAC's investments in 2023.

In 2024, operating expenses will be higher due to funding for the National Team that will be attending the 18M World Championships in Uvalde. SAC will also be sponsoring a Flight Training & Safety Committee project that is a partnership with Algonquin College in Ottawa to design and construct a stand-alone Stall/Spin Detection System for gliders. Most other expense line items will be in line with prior years.

SAC continues to be in a healthy financial position. The Board is always interested in hearing ideas for new SAC programs so feel free to reach out to your Zone Director if you have any interesting ideas.

2024 SAC BUDGET

REVENUES

1	Membership fees	\$60,000
2	FTSC insurance program	10,000
3	Sales of supplies	3,000
4	Pioneer Fund transfer	30,000
5	Air Cadet/Youth Fund transfer	5,000
6	World contest fund	2,100
7	Wolf Mix transfer	7,500
8	Unrestricted funds draw	54,497
		\$172,097

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	5,000
9	Board meetings	10,000
10	Algonquin College Project	5,000
11	Flight Training & Safety	10,000
12	Sporting committee	5,000
13	2024 World contest	17,500
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	5,600
17	Bank fees	400
		\$172,097

SAC 2023 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2023

	2022	2023
<u>REVENUE</u>		
Membership fees	60,720	62,480
Sales and Services	3,348	6,432
FTSC support from Insurer	10,000	10,000
Youth Bursary & Air Cadet	2,533	3,827
Pioneer	0	200
Total	<u>\$76,601</u>	<u>\$82,939</u>

EXPENSES

Management fees	24,000	26,400
Professional fees	5,200	5,600
Bursaries	12,533	13,827
Membership & subscriptions	4,993	5,182
Safety improvement program	37,747	35,375
Postage	639	562
Cost of sales	1,096	3,025
Office expenses	806	2,704
Meeting & travel	0	10,031
Flight training and safety committee	750	1,636
Directors and Officers insurance	2,219	2,399
Bad debt	0	648
Contest hosting grant	4,000	9,000
Sporting committee	1,976	2,907
Bank / credit card charges	273	346
Club marketing & publicity support	4,689	5,042
Website	6,083	6,916
Non-refundable HST/GST	<u>473</u>	<u>1,238</u>
Total	<u>\$107,477</u>	<u>\$132,838</u>

Operating

REVENUE over EXPENSE	(30,876)	(49,899)
Gain on investment income	(11,242)	13,112
Total REVENUE over EXPENSE	(\$42,118)	(36,787)

Balance sheet – as at December 31, 2023

	2022	2023
<u>ASSETS</u>		
Current assets		
Cash	15,448	12,944
Short term investments	35,713	35,019
Accounts receivable	5,106	10,100
HST receivable	8,342	11,146
Prepaid expenses	1,010	4,586
Inventory	<u>6,716</u>	<u>6,433</u>
	72,335	80,228
Long term investments	1,548,267	1,474,256
Total Assets	\$1,620,602	1,554,484

LIABILITIES

Accts payable & accrued liabilities	37,419	9,730
Deferred contributions:		
World contest	2,107	2,127
Air Cadet/Youth Bursary	68,562	65,394
Wolf Mix	<u>156,709</u>	<u>158,214</u>
	227,378	225,735
Total Liabilities	\$264,797	\$235,465

Net assets in funds		
Pioneer fund	968,071	948,328
Unrestricted assets	<u>387,734</u>	<u>370,691</u>
total	\$1,355,805	\$1,319,019

<u>Total LIABILITIES & NET ASSETS</u>	\$1,620,602	\$1,554,484
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The complete audited 2022 financial statement is available on the SAC web site under "Docs"

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

Starting by looking out west, I'll let Tyler Paradis's report show the great work he is doing:

The FLARM integration into a usable feed for controllers is still on the stove, but the heat was turned down a bit as NAV assesses viability – I'm encouraged that it is still being considered in some form.

The big news for SAC was figuring out how to file a NOTAM that allows flight under the Cowley block in the V300 Class B airspace. This allowed pilots to cruise around southern Alberta at safe altitudes to really explore the ranges from Waterton north to the compressor station west of Clresholm, and west to Fernie! Hoping to see that NOTAM get activated twice in 2024 – fingers crossed. Cruising along the foothills at 15,000 sure adds a layer of safety!

ADS-B is on the horizon, and SAC should consider striking a committee to work with a vendor for a suitable, approved transponder for glider pilots who want to install them. I'm assured our TC exemption still applies in ADS-B mandated airspace, but ADS-B isn't going away, and the sooner we figure out something that works for us, the better. Tyler

Back east, a number of clubs located west and northwest of Toronto are having real issues with low level jet traffic arriving at Waterloo Wellington (YKF) airport. This results from airliners being pushed down below the Toronto arrivals as they approach Waterloo. Clubs are seeing a lot of airliners in the 1500 to 4000 foot agl range in the area and it seems unlikely the situation will improve soon since Waterloo is only getting more and more jet traffic. A number of meetings with NAV Canada have been held with representatives from the affected clubs and the Airspace committee to try and help the situation. In general the meetings were productive and lead to a number of mitigation efforts. Unfortunately, this is going to remain a difficult area as there is a limit to how much arrival routes and altitudes can be moved.

The biggest thing pilots in this area (and areas like it) can do is get a transponder in their glider and squawk 1202. There is no such thing as a sure thing but you can be almost guaranteed that with a transponder in your glider an airliner will get a TCAS alert if there is a problem and this will most likely let them avoid you in time. Transponders are not the cheapest bit of kit out there but they don't cost much more than radios and parachutes. How much is your life worth? Or the lives of hundreds of airline passengers?

There were a few other general meetings between the Airspace committee, NAV Canada, and Transport Canada representatives but they were mainly to maintain contact and update news on

goings-on. On that note, the push ahead with ADS-B continues with no changes since last report, and nothing is expected in our airspace until 2026 at the earliest, and as it currently stands, the transponder exemption for gliders will also apply to ADS-B requirements. But... be aware that given the conflicts in low-level airspace (some described above) and the lack of any remaining technical justifications for keeping the exemption in place, it is possible the coming years could see the exemption being removed.

As always, if anyone has an airspace concern, reach out to discuss it. That's it for 2023. Wishing all of you a happy, safe and fun 2024!

BADGES – Chris Gough

10 year badge leg statistics, 2014–2023

	14	15	16	17	18	19	20	21	22	23	5 yr avg
1000 km	0	0	0	0	0	0	0	0	0	0	0.0
750 km	0	1	0	0	0	0	0	0	0	0	0.0
Diamond	0	2	5	2	0	2	0	3	0	1	1.2
Gold	3	1	2	1	1	2	2	2	5	3	2.8
Silver	13	9	7	2	11	10	8	11	10	5	8.8
C Badges	20	20	15	14	29	11	21	13	19	11	15.0
Badge legs	54	49	47	36	59	45	52	54	53	55	51.8

Badge legs 46 The following badge legs were flown:
4 Diamond, 10 Gold, 41 Silver.

This was my first year as the FAI Badge chairman for SAC. I made a couple changes to the badge claim process which I am hoping will make the process easier for everyone. First, I have created an electronic claim form. It reduces some of the information that you need to input compared to the paper forms. Paper forms are still accepted and I do not plan on stopping that. Secondly, I purchased a photo printer for new FAI booklets. You do not need to snail mail me a photo anymore. You just need to electronically attach a photo to the claim form and I will print it out and attach it to your booklet for you. Walter Weir told me a lot of C badges never got completed because he never received a photo. I am hoping this will make it easier for pilots to get started with the FAI badge program.

FLIGHT TRAINING & SAFETY

– Jason Acker & David Donaldson

SAC Safety Report See the separate Safety Report that has been prepared by David Donaldson, SAC National Safety Officer. There are relatively few new accidents, just pilots repeating what mishaps have occurred before. Most often it is bypassing what we know should be done because of convenience, distraction, or complacency. Safety culture is key and not nurturing it is detrimental to all our health. On the positive side we have a great bunch of volunteer instructors who conduct themselves in a highly professional manner and are our major contribution to safety and generative safety culture in SAC. We do not thank

them enough or recognize the contribution they make soaring great in Canada. If you are a student, take a moment the next time you are on the flight line to thank them. That is one of the greatest rewards for a volunteer!

David continues with his Safety Officer Zoom sessions and discussions on a *Howspace* SO page to share information online. They meet quarterly. If you are a club SO and not participating, you are missing a great opportunity. If you are a club SO or CFI, send him an e-mail to give you access to the page (david.donaldson@greatlakesgliding.com). David will also host a face to face SO meeting at the SAC AGM in March 2024..

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 of Annual Safety Reports at time of writing (64%), Club hazard/risk analysis (currently 100% 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.

General Aviation Safety Program (GASP) committee with TC SAC continues to provide a presence and participate in the GASP. Most notably there is a General Aviation Voluntary Occurrence reporting working group that we are providing input to so the resulting system could be used for glider incident reporting as well as other GA activities.

OSTIV The **Training Safety Panel** of OSTIV had a successful online meeting in early December. The panel discusses international accident trends and recommends mitigation strategies. They are planning a flying meeting in 2025 in Scotland to review training and safety techniques or procedures. This is an opportunity to have international training leadership members look at improvements to teaching or new equipment to assess training and safety issues. David will be attending to represent Canada FTSC. Our hope is that they will continue to look more closely at simulator-based training techniques, and how to help prevent pilots slowing on approach below minimum approach speed leading to stall spin situations. If you have other ideas about what this panel should be looking into, please send an email (*above*) to David.

SOAR Manual Updates Edition 10 of this student training manual was updated in 2023 and is available online on the SAC Website documents section. Thanks to Dan Cook and Tony Burton who undertook the preparation of the new manual! Hard copies are available through the SAC office. Contact Tom Coulson administrator@sac.ca to order your copies.

The manual has been updated to reflect congruency with the SAC Instructor manual. There are website links in the manual (Appendix G) to tie into the instructor's preparatory ground instruction (PGI version 3) notes with video presentations to assist clubs where there is often not time to deliver a thorough ground instruction as per CARs requirement. Instructors should give this training themselves at the club 48 hours before the flight, but when not possible a Q & A session before the flight will confirm the student has learned the theory behind the

lesson. This review process has taken many months to develop and some of the weblinks are still under construction and we hope to have them completed soon. Next step is to bring the Instructor Notebook and Pocketbook in line with the Instructor Manual and SOAR manual for the 2024 flying season. Any observations for future changes should be forwarded to Jason Acker (Jason.acker@soaring.ab.ca).

Launch of CFI Quarterly Zoom Sessions Building off the success of the Safety Officer Zoom Sessions, the FTSC will be launching a quarterly zoom session for club CFIs to bring together the community to discuss instructor and student training and club operations. The first session will be held online on 3 April 2024 @ 6 pm MT; see *Howspace* Portal. If you are a club CFI and would like to participate, please send an e-mail to Jason or David who can give you access to the *Howspace* page.

Approach Speed Monitor / AoA Project Under the leadership of Dr. Andrew Huddleston at Algonquin College, this project has received funding from a Mobilize grant from the Natural Sciences and Engineering Research Council (NSERC) of Canada. This project aims to develop a low cost design for an inertial measurement unit that incorporates GPS and magnetometric data to detect when a glider is about to stall. The project is supported by academic faculty at Carleton University (Dr. Fidel Khouli) and the Applied Research program at Algonquin College (Dr. Ala Qadi, Theo Mirtchev and Philip Dawe). Funding is being provided by SAC to support this important project.

FTSC member changes Dan Cook retired last summer and Jason and David have taken on co-chair roles. Dan will continue to help the FTSC as a resource person for selected projects such as online training via *Howspace* and manual reviews. We welcome David Gagliardi as the Pacific Region representative, and are looking for two other individuals from Eastern (bilingual) and Prairie Regions with leadership experience and who have been a CFI or safety officer at the club level to round out the team. If you are interested, please reach out to David or Jason.

National SO:	David Donaldson David@dragonsong.ca
FTSC members:	Jason Acker (Alberta) Jason.acker@soaring.ab.ca David Donaldson (Southern Ontario) Eileen Carter (Eastern Ontario) David Gagliardi (Pacific)
SAC Board Liaison:	George Domaradzki
Director of Safety:	Sylvain Bourque

SAC INSURANCE OVERVIEW – Grant Robinson

During the 2023 gliding season the total number of insured aircraft was 231 (221 full coverage and 10 on Ground Risk Only). The 2023 gliding season also saw a drop in hull loss amounts paid or reserved fall from \$242K to \$178K. The total number of hull losses in 2023 was 10 (down from 13 in 2022-23) and the average loss amount was ~\$18K. This is a ~26% decrease in paid hull losses, which corresponds to the 25% reduction in fleet numbers.

The table below shows the insurance history over the last 11 years. The overall loss ratio during this period is 60.0%. 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 2023-24 is 34%, which is the best in the last 10 years. The insurer views your account as a hull loss account with frequency, and a liability loss account with severity, but limited frequency. The accompanying graph under the table shows the historical total and hull loss ratios. The total loss ratio has gone over 60% (a very significant insurer underwriting threshold) four times in ten 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 graph represents the average total loss ratio over the 10 year period 60.0%.

The graph on next page shows a very gradual increase in hull claims over time since 2013, which is a negative trend for your operation and your insurer. This is in part due to the higher average glider value, now about \$69,000. The red line on the graph represents the average hull loss ratio over the last 10 years at 90.1%. The thick black line represents the trend.

SAC has had the same insurance company for the last 40+ years; they understand your organization, the 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 your 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 A reminder to submit SAC 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.

It's important that clubs forward their membership updates to the SAC Office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage.

Your SAC membership "validates" your insurance coverage, so please ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create difficulties in quickly handling a claim.

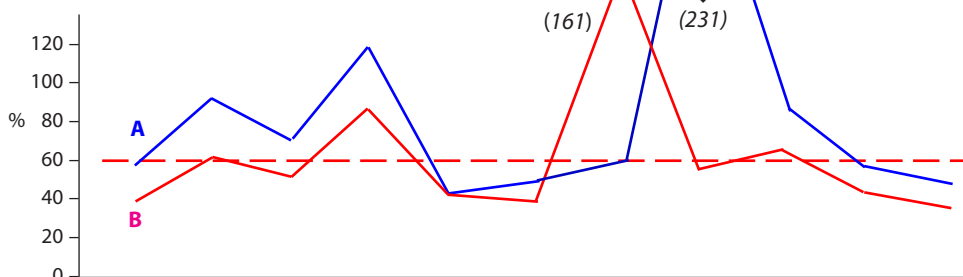
FLARM Credit

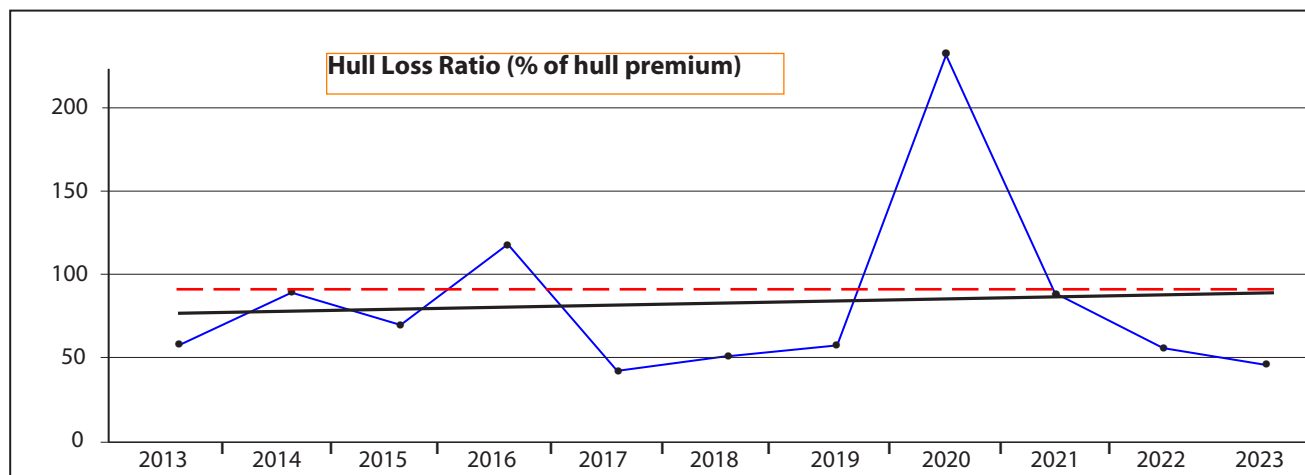
During 2023-24, our underwriter continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider/tow aircraft. The discount is available to all gliders and towplanes insured in the plan with an installed or designated FLARM unit at annual renewal. The insurer continues to recognize the initiative of the soaring community to proactively work towards our own and others' safety in the air. For the 2023-24 policy year, FLARM discounts of over \$23,148 were given to clubs and private owners in the SAC plan.

Safety Donation The insurance company (CAIG) provided a Safety Fund donation to SAC of \$10,000 to be used to further safer flying for all members.

SAC INSURANCE 11-YEAR HISTORY, 2013 – 2023

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Insured Clubs	24	25	25	26	26	24	28	24	24	24	19
Total aircraft	255	256	248	255	257	257	297	250	308	307	231
Hull value (\$M)	13.1	13.6	13.3	14.8	14.9	15.1	15.1	14.8	20.1	20.1	16
Hull losses (\$K)	194	275	209	351	125	148	207	293	338	242	178
Hull Loss ratio (%) A	58	90	70	118	41	49	60	231	86	57	48
Total losses (\$K)	174	275	209	361	188	170	808	263	355	242	178
Total loss ratio (%) B	35	62	48	82	42	39	161	56	65	42	34
FLARMS	86	113	114	155	169	141	198	198	204	228	174
FLARM % of fleet	34	44	54	61	66	55	67	79	66	74	75
FLARM discounts (\$)		10,504	12,767	13,949	15,755	13,407	18,079	21,596	24,124	26,881	23,148





2024-25 Insurance Renewal Our SAC insurance broker Gallagher is working diligently to finalize the negotiations for the 31 March program renewal. It has been determined that the most appropriate insurer is still your current insurer CAIG. They have been the SAC insurer now for over 40 years.

In 2023-24 Ground Risk Only coverage will continue to be on a Special Consideration basis. Rates are expected to reduce between 10-15% for the 2024-25 gliding season. However, this has not been finalized and we could see improvement. Inflationary repair costs will add pressure to hull claims in 2024.

The overall insurance marketplace has seen rate decreases on insurance premiums over the last 12 months. The aviation insurance market is undergoing the same rate decreases. We are seeing rate decreases of 5-10% being common on private aircraft. The benefit of having been with the same insurer for so many years has assisted SAC in times when this changes and we see a cycle of many insurers withdrawing their capacity and reducing their aviation participation, this is often a 5-year or more cycle.

The Annual Spring Checkout requirement will be redesignated and replaced with a "Self-Checkout" i.e. a self review of aircraft performance, systems, airport operations, etc. It is still highly recommended to do a refresher flight with an instructor for those with less experienced or who lack flight currency.

Pilots may wish to review the Canadian Aviation Regulations paragraph 421.05(2)(d), go to CARs 421 link, which can be satisfied by completion of the Flight Crew Recency Requirement Self-Paced Study Program (link to Transport Canada webpage). This is a licensing issue, which has nothing to do with SAC and is provided to you as information only, as a courtesy.

The 2024 policy year will run from 31 March 2024 to 31 March 2025 both at 12:01am EDT. As usual, coverage will be automatically extended through 30 April to all renewing owners to allow for the renewal process; however, it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can

cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via email.

Club renewal packages will be emailed to each club insurance contact as soon as available in mid-March. Private owner renewal notices will be sent out via email as well. It is important to be sure to let us know if you have changed your email address. If you have not received your renewal notice by 1 April, please contact me at: ibam.sac@ajg.com.

Other optional coverage lines available for clubs

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

Fuel tank spill coverage

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

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

Proper fuel storage and physical environmental protection is important. Depending on the club's location and the volume of fuel, a relatively minor fuel spill can easily result in a clean-up bill of \$300,000 or more. In some cases, there are government regulations specifying minimum standards for any "new" fuel storage facility. While existing fuel storage may not currently require upgrading, this could change as concern over environmental protection increases.

Regardless of any insurance coverage, clubs should be proactive in demonstrating care and attention to proper fuel storage and management. Some things to consider are:

- Does your club have procedures in place should a fuel spill occur? Are they written down? Where are they kept? Are these procedures reviewed with members on a regular basis, especially those regularly involved in fuelling? Is this member training documented? Do the procedures include reporting requirements to regulatory authorities and directions about what to report to the authorities? Is there a regulatory authority reporting phone number clearly written on the procedure's manual?
- Do you have fuel spill "mop-up" kits and other liquid containment equipment readily available for a spill?
- Do you regularly monitor the condition of your fuel tanks for leaks, corrosion, damage for above-ground tanks.
- Do you regularly inspect the structural elements of the tank to ensure their integrity (tank support structures, tie-backs and the like)?
- Do you have spill retention "berms" around your fuel tank to prevent spilled fuel from spreading – otherwise known as secondary containment?
- Do you have sturdy fencing (e.g. metal pipe bollards) around your fuel tank to protect against vehicular and other collisions with the tank?

Director's & Officer's Liability (Management Liability)

Coverage for your Board of Directors, including directors and officers of the club in the execution of their duties and obligations. A \$2,000,000 limit can cost \$2,500 to \$3,500 per year, with the exact premium dependent on a club's specific operations, so a separate application is required.

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

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

Non-aviation property coverage should be placed via our SELECT Division or locally at your discretion. Here's hoping a fun and safe year of flying for everyone in 2024.

RECORDS – Roger Hildesheim

After Joerg and Thomas Steibers' Citizen record claims in 2022, a single Territorial record (flown by Raymond Troppmann and Michael Carson) was approved in 2023. Congratulations to Raymond and Michael on this great flight! An account of the flight is in the 2023 issue of ASCent magazine on the SAC website.

Pilot: Raymond Troppmann / Michael Carson
Date/Place: 12 May 2023, Chipman, AB
Record Type: 3 TP Distance, Territorial, Multiplace
FAI Category: FAI 3.1.5e
Sailplane Type: DG 1000 (C-FWRT)
Speed: 419.8 km
Previous record: Unclaimed
Course: Chipman / Shouldice / Cu Nim

The record forms on the SAC webpage have been updated.

SPORTING – Jörg Stieber

International Gliding Commission

Joerg Stieber

Jarek, our alternate IGC delegate attended the meeting. Very generously, he covered his own cost for travel. This is his report:

The FAI IGC Plenary Meeting for the year 2023 convened in Copenhagen. The meeting served as a crucial platform for representatives from the international aviation community to discuss key issues, share updates, and make decisions that impact the future of gliding and soaring sports globally.

Opening Session The plenary meeting commenced with an opening session featuring a welcome address, emphasizing the importance of collaboration and unity in fostering the growth and safety of gliding activities worldwide.

Reports from FAI IGC Subcommittees Representatives from various subcommittees presented their reports, providing updates on recent activities, achievements, and challenges in areas such as safety, technical standards, competition organization, and environmental considerations.

Review of Competitions and Events Delegates discussed the outcomes of recent international gliding competitions and events, sharing experiences and identifying areas for improvement in terms of organization, safety protocols, and adherence to FAI regulations.

Technical Innovations and Developments Presentations highlighted the latest technological innovations in glider design, avionics, and safety equipment. Discussions centered around how these innovations contribute to the advancement of gliding as a sport.

Safety Measures and Best Practices A dedicated session focussed on safety measures and best practices, with a particular emphasis on recent incidents and the implementation of strategies to enhance safety standards in gliding activities.

Environmental Sustainability The Plenary meeting addressed the growing importance of environmental sustainability in aviation. Delegates discussed initiatives to reduce the environmental impact of gliding activities and promote eco-friendly practices within the community.

Regulatory Updates Representatives provided updates on relevant regulatory changes and discussed the implications



for gliding enthusiasts. The meeting facilitated a dialogue on maintaining compliance with international aviation regulations.

Future Planning Delegates engaged in strategic discussions about the future direction of gliding, including plans for expanding participation, reaching new audiences, and addressing emerging challenges in the sport.

Changes in the 2023 Sporting Code

- The previous 4.2.3b deleted (that OOs require added NAC approval to handle record claims), and "c" becomes new "b".
- Per the approved Year-2 proposal at the 2023 Plenary, 2.4.6 loosens the requirements on barograph calibration for some badges.
- New para 1.0.2 inserted specifying the shape of the earth as the WGS84 ellipsoid, and this reference deleted in 1.3.7.
- 1.2.6b sector definition edited to be more technically precise.
- An incorrect 2.4.3c reference to FR calibration period deleted
- Other minor edits for text clarity.

The latest Sporting Code is on the SAC documents webpage. For all decisions and proposals arising from the 2023 IGC Plenary meeting, please see https://www.fai.org/sites/default/files/2023_igc_plenary_-_decisions_final.pdf

Canadian National Championships 2023 Joerg Stieber
Since no club in central Canada offered to host the Nationals, SOSA stepped up hosting the 2023 Canadian Nationals from 24 June to 4 Aug in two classes: Combined 18m/20m (7 contestants) and handicapped Club (15 contestants). One of the 18m competitors was Sean Fidler, the reigning US 18m Champion who went on to successfully defend his title in the US 18m Championships in Uvalde, TX

Unfortunately, the weather was very poor with heavy rain, resulting in runway flooding. However, both classes achieved the minimum of four contest days.

Key personnel: Contest Manager – Dave Springford
Contest Director: Ed Hollestelle Sr.
Scorer: Andrzej Cholewinski

18m/20m Class – 7 Contestants

1	XG	Jerzey Szemplinski	SOSA	ASG-29	2291 pts
2	7T	Sean Fidler	Ionian, Mi	ASG-29	2236 pts
3	MS	Sergei Morozov	SOSA	ASG-29	2212 pts
4	F1	Dave Springford	SOSA	Ventus 3T	2030 pts
5	JS	Joerg Stieber	SOSA	ASG-29 Es	1722 pts
6	GJ	Boudy / Milner	SOSA	Arcus M	1221 pts
7	9A	Guenter/Huntsman	SOSA	Arcus T	749 pts

Club Class –15 Contestants

1	B5	Rafael Bravo	SOSA	ASW-20C	2554 pts
2	1DM	Peter Kupcevic	SOSA	GlsFI 304 CZ	2525 pts
3	NV	Paul Parker	SOSA	Duo Discus	2395 pts
4	U8	Kent Beckham	SOSA	SZD-55	2099 pts
5	XC	Jesse Miller	SOSA	ASW-20	2096 pts
6	KO	Stanislaw Maj	TSC	SZD-55	2094 pts
7	PM	David Gossen	TSC	ASW-20	2063 pts
8	A2	Ed Hollestelle Jr.	SOSA	HP-18	2044 pts
9	AF1	David Cole	TSC	SZD-55	1877 pts
10	IN	Ian Grant	GGC	Discus 2b	1822 pts
11	KC	Nunes / Brassard	SOSA	LS6b	1714 pts
2	KS	Bogdan Banas	SOSA	SZD-55	1634 pts
13	HK	Ray Wood	SOSA	SZD-48	1580 pts
14	IX	Ireneusz Sek	SOSA	SZD-55	718 pts
15	XS	Sasha Pejic	Cu Nim	SZD-48	648 pts

Following the competition, several minor rule changes were suggested by the Contest Manager to improve safety and facilitate task setting.

Western Canadian Soaring Contest - May 14-21 Chris Gough
With the momentum from the 2022 Canadian Nationals at ESC, there was an expectation that the Alberta Provincials would be very popular and a decision was made to switch to a weeklong contest instead of a weekend contest and to be hosted by Cu Nim. It was also decided to expand the audience to all of Western Canada since it was likely to be the only contest held in the west in 2023. The Alberta Provincials were kept as a weekend contest run in conjunction with the Western Canadians. 23 of the 24 competitors were from Manitoba and west. One pilot attended from SOSA, Predrag Kupcevic who came a

very respectable fourth in his first contest. Unfortunately, the fires in northern Alberta at the start of May had a big effect on the contest. The first five days of the Western Canadians were smoked out. Because of that, the two contests essentially became one. However, the first official day was a good one with cloudbases hitting 12,000 ft and winning speeds of 114 km/h in FAI and 93 km/h in Club. There was one more flyable day, the last, which provided a good challenge to finish the contest with.

Club Class

1	D2	Dragan Zubovic	Vancouver	ASW 19	1829 pts
2	57	Pavan Kumar	Edmonton	DG 400/17	1723 pts
3	HV	Roy Eichendorf	Prince Albert	Cirrus 18m	1669 pts

FAI Class

1	99	Chris Gough	Cu Nim	Ventus b	1532 pts
2	EH	Patrick McMahon	Cu Nim	LS 6	1376 pts
3	KT	Martin Dennis	Cdn Rockies	ASH26E	1161 pts

Canadian Pilots in US Competitions

Joerg Stieber

US 18m Nationals in Uvalde, TX – Aug 16 – 25

Four Canadian pilots, all from SOSA, flew in these US Nationals (25 competitors, 7 days)

3rd	Jerzy Szemplinski	ASG-29-18	6595 pts	97.7%
5th	Sergei Morozov	ASG-29-18	6558 pts	97.2%
10th	Dave Springford	Ventus 3T-18	6452 pts	95.6%
22nd	Luke Szczepaniak	ASW-27-15	5736 pts	85.0%

Luke competed in his 15m glider which obviously left him no chance for a top score in an 18m competition.

US 15m & Open Class Nationals, Cordele, GA – June 4-13

One Canadian pilot in the 15m Class (23 competitors, 6 days)
15th Dave Springford SOSA Ventus 3T-15 4679 pts 85.7%

Senior Soaring Championships, Seminole Lake, FL - Mar 11-17

The "Seniors" is the largest single class competition in North America. This year was no exception with 53 competitors and six guests in one handicapped class, including two Canadian pilots, Joerg Stieber and Ray Wood. Unfortunately, Ray had to withdraw after the first of the five contest days.

4th	Joerg Stieber	SOSA	ASG-29Es-18	4582 pts	96.9%
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Region 5 North, Perry, SC - April 17-22

Two Canadian pilots competed in 18m class.
(24 competitors, 5 days)

4th	Sergei Morozov	SOSA	ASG-29	4605 pts	97.8%
10th	Joerg Stieber	SOSA	ASG-29Es	4458 pts	91.8%

Region 8, Ephrata, WA - June 26-July 1

6 Canadian pilots competed in 4 classes.

Sports Class (15 competitors, 5 days)

3th	Bruce Friesen	Mini Lak FES	4274 pts	90.4%
5th	Dragan Zubovic	ASW-19	4135 pts	87.5%
10th	James Swank	Ka6E	3311 pts	70.1%

18m Class (5 competitors, 5 days)

2nd	Martin Dennis	ASH-26 E	4463 pts	91.0%
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Open Class (6 competitors, 5 days)

1st	Mike Thompson	ASG-29-18	4772 pts	100%
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FAI Handicapped (6 competitors, 5 days)

2nd	Chris Gough	Ventus b-15	4716 pts	96.7%
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OLC Canada 2022

Joerg Stieber

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

	2020	2021	2022	2023
Number of participants	283	297	282	278
Total flights in Canada	2628	2814	2702	2664
Total km in Canada	501,611	497,669	473,371	403,607
Highest km by a pilot	19,292	18,787	17,537	12,752
(André Pepin, MSC – 39 flights)				
Highest km by a club	117,226	79,135	88,170	75,052
(SOSA, 436 flights, 48 pilots)				

Winners and Achievements:

Best flight of the year Chester Fitchett, Arcus M, Cu Nim Gliding Club; 30 October 2022, 1224 km, 1146.04 OLC points.

OLC-Plus Canada Champions (6 best flights):

1	Chester Fitchett, Cu Nim	4419 pts
2	Martin Dennis, Canadian Rockies Club	4302 pts
3	Hans-Heinrich, Vancouver Soaring Assn.	4068pts

Speed-OLC Canada Champions (6 best flights):

1	Chester Fitchett, Cu Nim	777.3 pts
2	Martin Dennis, Canadian Rockies Club	639.7 pts
3	Harry Peters, Canadian Rockies Club	623.8 pts

Congratulations to Chester, Martin, Hans, and Harry on outstanding flights!

OLC Canada Junior Champions (6 best flights):

1	Daniel Nazarko, Cu Nim Soaring Club	545 pts
2	Sophie Cole, Edmonton Soaring Club	532 pts
3	Julia Clitheroe, SOSA Gliding Club	272 pts

38th World Gliding Championships in Uvalde, TX - August 17 - 31, 2024

The competition will be held in Open Class, 20m 2-seat Class and 18m Class. Canada will field a team of two pilots, Jerzy Szemplinski and Sergei Morozov in the 18m Class which is the maximum number of pilots allowed per nation. One or two reserve pilots may be added to the team to cover the possibility that not all available spaces will be being taken up.

Competition website: wgc2024uvalde.com

Dates: March 31 - Preliminary entries due
May 31 – Final entries deadline

Pan American Championships 2024

The FAI schedule shows the 4th FAI Pan-American Championships scheduled in Hutchinson, Kansas for June 2 – 15. However, in the absence of any announcements from the organizers, it is doubtful that this competition will actually take place.

The 5th FAI Pan-American Championships are scheduled to be held in Luis Eduardo Magalhães, Brazil September 6 – 20, 2025. For the following, 6th 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 the IGC Plenary Meeting in March 2025.

SAC OFFICE – Tom Coulson

This will be the start of my third year running the SAC office. The majority of my time is spent in the following areas:

- Maintaining the membership database. This information mostly provided by the clubs but if you have moved, dropped your land line for cell only, or changed your email address then let the SAC Office know. In a recent mailing more than 3% of email addresses failed.
- Looking after the financial books. This is doing deposits and expenses, generating and email tax receipts, and supporting the financial audit.
- Sending of supply orders. Shipping has become more expensive but I do look for the most cost-effective way. Since the office move from COPA we no longer take payment by credit and the preferred method has become e-Transfer.

SAC provides support directly to club with three programs, Safety Grants, Marketing Program, and Youth Bursary program. (See 2023 Bursary payouts below.) All of these are worth looking into for your club. SAC also provides the financial support for the following uses by many of our members:

- *HowSpace* – Access to this tool is used by Instructors as part of initial training and upgrades.
- On Line Contest (OLC) – Now we not only know what is happening locally but flights across Canada and around world. Some individuals are also financially supporting this site.
- Aeroclub of Canada – SAC is a member of this organization. They provide our link to the FAI and through them pay our FAI fees. This allows us to do badges and they issue sporting licences.

I try to respond to requests in a timely manner so, send me an email or call on the phone (leave me a message I might be flying).

SAFETY DATA – David Donaldson

Each year a theme emerges from the club reports and this year it is community and collaboration. Unfortunately, we have reports from four separate clubs of conflict on the airfield serious enough to interrupt regular activities and negatively impact safety. We are seeing evidence of this in other countries as well. Fortunately, we are also seeing positive reports of cooperation and mutual support that resulted in improvements in safety. With our theme established, let's put it into context.

Safety is a journey, not a destination, and as we make that journey we are more effective as a community. When we launch disparate and discrete projects, each with defined goals, it is important to retain the journey context of safety. Let's take a look at three factors that contribute to safety: Equipment, Processes, and People.

Equipment With 22 clubs across Canada, we have a wide diversity of size and approach when it comes to equipment. Some clubs are more modern than others. In no small part this is driven by resources. Consider the small club who is working with limited resources, leveraging volunteers to great effect. At the other end of the spectrum is the large club that is well financed and able to take advantage of economies of scale. The club's culture will also affect the type of equipment the club chooses. Is the focus on modernizing the fleet or maintaining the classics?

Regardless of the age or sophistication of your fleet, maintenance is an ongoing issue. This year we saw 38, or 20%, of reported incidents attributed to poor maintenance. There is much debate about mandatory safety-related equipment: FLARMS, transponders, and even radios. Many clubs in Canada are now 100% FLARM, some even having a portable FLARM

SAC Youth Bursary Program 2023

The program is now being run from the SAC Office. With the new rules taking effect it was thought that more young people would take advantage of the program but that does not seem to have been the case. A total of \$13,827.47 was issued by the program which is an increase of almost \$1300 from the previous year. Two clubs returned moneys at the end of the season that were unused. The following are the 29 students from 13 clubs that were supported.

AVV Champlain – Ryan Roberge

Canadian Rockies Soaring Club

Arshia Sorourian	Barbara Husband
George Whyte	Zachary Baggott

Cu Nim Gliding Club

Daniel Nazarko	Alexandria Feuchter
Joshua Bagrowicz	Elia Dupre Sarmiento
	Kaleb Bagrowicz

Edmonton Soaring Club Sophie Cole

Great Lakes Soaring Club Nataly Danylyuk

Lethbridge Soaring Club Austin Slingerland

London Soaring Society Cameron Reichelt
Ethan Specht Nolen Goulet Safal Namboori

Prince Albert Gliding & Soaring Club
Amelia Wood Samuel Benjamin

SOSA Gliding Club Aleck Covaci Jack Fitzpatrick-
MacPhee Julia Clitheroe Ronak Patel

Toronto Soaring Adam Gibb Lucas Bramesfeld
Owen Cole Wendy Pshenychny

Winnipeg Gliding Club Joseph Fontaine

York Soaring Association Michael Stratford

for visiting aircraft. There are a growing number of gliders equipped with FLARMS and transponders and yet we are not seeing an overall reduction in incidents/accidents. While equipment is an important component, it is only one component in the larger mosaic.

Processes Every club has its own version of Standard Operating Procedures (SOP). This is our operating agreement, defining how we will work together in a coordinated fashion, with a goal of a safe, smooth, and enjoyable operation. Part of those SOPs includes how to complete tasks such as rigging and launching aircraft. Where those tasks are critical, we often add a double check such as the critical assembly check or the wing runner's checklist. We see progress here with increased reports of a sequence of events being interrupted that could have lead to an accident. One such case was the main wing pins of a club glider that were incorrectly installed. This was corrected during the critical assembly check (incident #120).

Since we operate within a large environment, we need to take that into consideration when developing our individual club processes. This year we had eight near-miss incidents reported including three that involved airliners. This has prompted consultation with NavCanada to look for solutions to reduce these conflicts. We are making progress on that front in terms of air traffic control and commercial aviation to increase awareness of glider activity. There have also been positive results with local outreach.

One club was having repeated airspace (circuit) and runway incursions from a local flight school who was using the glider club's field as a practise forced approach location. A meeting with the instructor pool of that flight school was welcomed by the flight school and immediately generated positive results. This included a short presentation/discussion with the instructors. We even brought a glider to their operation, rigging it on the apron for them to get the hands-on experience, or should I say a sit-in experience!

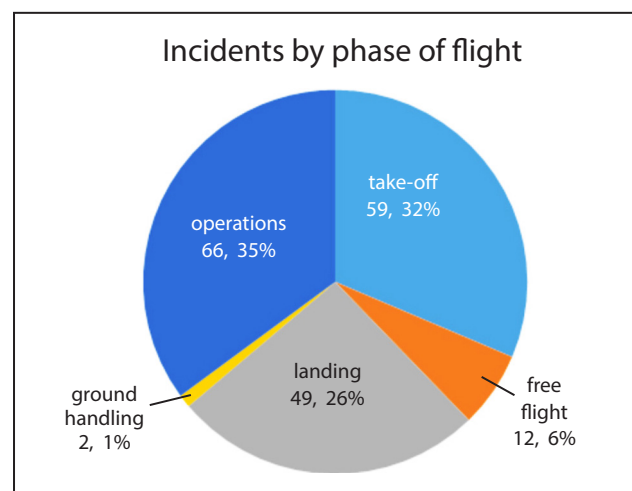
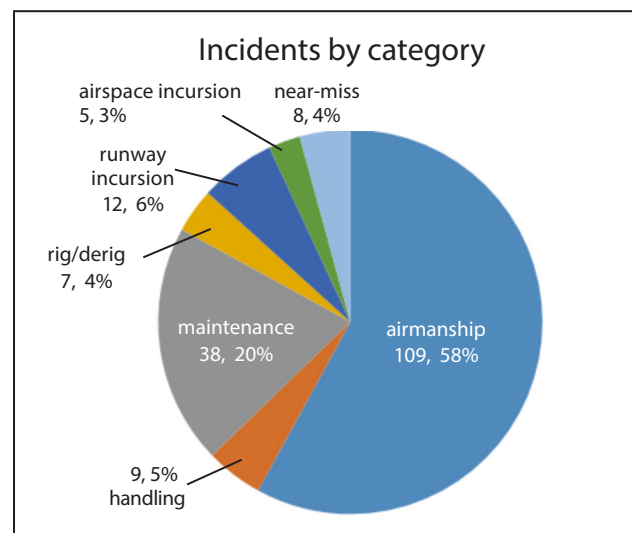
Our environment includes air operators such as GA and airliners, but it also includes other glider clubs. SAC is the national voice of soaring in Canada and works hard to cultivate relationships with regulators (TC) and government bodies like NavCanada as well as working with the international gliding community (OSTIV & EGU). Currently glider pilots in Canada enjoy an environment where we are largely self-regulated – with this comes responsibility. When there is an incident such as a near miss with an airliner it negatively affects all glider pilots in Canada. Currently there is an active campaign to legislate transponders in all gliders. Fortunately, we have a seat at the table with good relationships that affords us some say in these decisions.

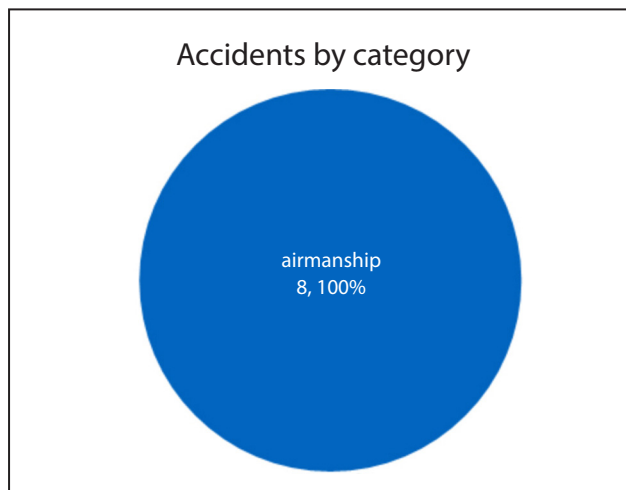
Looking at the data, collectively, "processes" are directly connected with 41, or 22%, of reported incidents in 2023. Processes are designed to protect us, but they are not effective unless rigorously applied. While that can sound draconian, it need not be. As we look to emulate the results of professional aviation, it is not the processes alone of that world that produce the results, it is their application.

People With the equipment and processes in place, it is now up to us. A FLARM does nothing if we ignore it, it has even been shown to reduce safety if the pilot is ineffective in how they use the technology, creating a false sense of security. Two years ago we had a near miss when two gliders came in close proximity and the student pilot flying was focused on the FLARM instead of visually locating the other glider. Fortunately, the instructor intervened, avoiding the collision.

Again, if we look to the example of professional aviation and their enviable safety record, it is not the equipment or the processes alone that are responsible. There is a great quote by Mike Vaccaro, a NASA test pilot, "A good pilot with marginal equipment is safer than a marginal pilot with good equipment." The equipment and the processes are tools at our disposal, how we use them is the key.

Cockpit Resource Management (CRM) has been highlighted as a more recent positive element in the continuing improvement in professional aviation safety. It is easy to dismiss this as not relevant in the glider world due to the solo nature of most glider cockpits. Let's apply the spirit of CRM to our day as a glider pilot. Most glider pilots start their day with rigging, an





activity that usually requires assistance. Then we tow our ship to the flightline and wait in queue for a tow. We help and are helped as we collectively move gliders around the field, stage and launch; we have many opportunities to apply CRM:

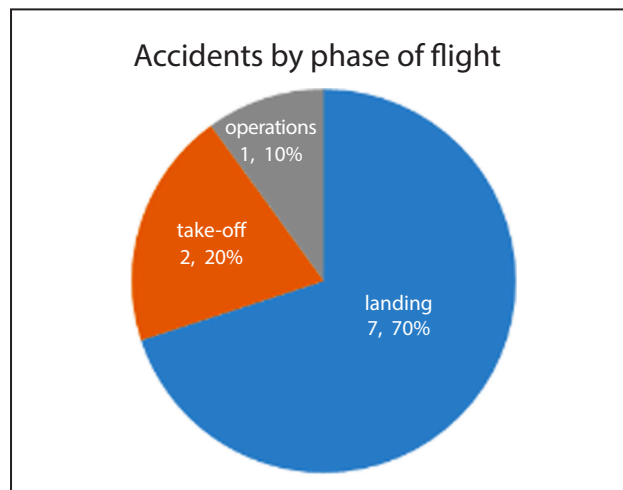
Rigging CRM would be in the form of a critical assembly check, a check completed by a second person confirming the actions of the first person, including a positive control check. There are too many fatalities where the elevator connection was missed, an oversight that would be caught by a positive control check.

Staging/Gridding This is probably the biggest opportunity for CRM with many gliders, and many pilots, ensuring that multiple and differing tasks are all being completed in close proximity. This environment lends itself to confusion, contradiction and even conflict. Disturbingly there were reports from four separate clubs of significant conflict on the flight line.

Launching We are now transitioning from the multiple-person environment launching our individual flight. It is now up to us, the individual, to safely execute the flight. We still have opportunities for CRM. How are you interacting with your tow pilot? What about the wing runner? Many clubs have implemented the Wing Runner's Checklist, a quick check after hooking up the tow rope and before going to the wingtip to launch. While the pilot in command is ultimately responsible, that quick reminder/check has prevented many canopies and spoilers from opening on takeoff.

Takeoff & Tow The takeoff and tow are unique situations where you have an aircraft that is controlled by two pilots, each controlling one half of the overall aircraft that consists of two independent airframes temporarily connected by 200 feet of rope. As a glider pilot, you have a resource in your tow pilot with established ways of communicating.

Free flight This is the phase of flight where you are the most alone. It is really the destination for many of us as we seek out the tranquility of solo flight. We spend the early



part of our flying career with an instructor and later may take passengers. Have you briefed your student/instructor/passenger? What is their role? Who will handle what phase of flight and who will handle an emergency if it occurs?

Circuit and landing As we return to the field, we need to coordinate with other aircraft in the circuit and on the ground. There may be a need to modify our plan and adapt to an ever-changing environment. Communication becomes more critical so that others are aware of your intentions and you of their's. We have several incidents each year of near misses between launching and landing gliders, including the self-launching motorgliders that are often operated on the edge and not as part of the main operation.

Let's take this back to our theme: community and collaboration. The culture of our club will build or break down that community. I invite you to take a critical look at the culture of your club and how your influence is going to support and shape that culture. Fly safely.

Accidents

1. Glider stalled and dropped the inboard wing during base to final turn resulting in the wing impacting the ground and the aircraft cartwheeling. The aircraft sustained substantial damage and was written off. The solo student pilot was uninjured. The glider was observed to be low in the circuit and in a nose-high attitude on the base leg of the circuit. Ground observers judged that the glider could not make the runway.
2. Glider observed in a low and tight circuit on downwind. During the turn to base, the turn was continued and steepened as the glider was judged by ground observers to not be able to complete the turn in time to line up with intended runway. As the turn steepened, the descent rate increased until the inboard wing contacted the ground. The aircraft rotated and came to rest short of the runway threshold, 90 degrees to the runway heading. The glider sustained minor damage and the solo student pilot was uninjured.

3. Single-seat glider ground looped on landing in windy conditions resulting in damage to the empennage.
4. Glider was on an instructional flight when severe slack in the tow rope developed. The Instructor elected to release and the ring struck the tail of the glider resulting in a hole in the rudder.
5. While assisting passenger in front seat, pilot slipped and fell, cutting themselves on the canopy release resulting in 12 stitches.
6. Glider pilot inadvertently retracted the gear when attempting to extend spoilers in the circuit. The rest of the circuit and approach was flown with the gear retracted and no spoilers. The pilot sideslipped in an effort to lose altitude. After flying the length of the runway, they executed a 180° turn and landed downwind with the gear retracted, sliding into a farmer's field.
7. Intentional ground loop initiated during off landing resulting in cracked tail boom. Contributing factors were down-sloping ground, incorrectly reading ASI, and an inoperative brake (known snag).
8. Glider lands in corn field during XC flight. Contributing factors were lack of XC currency and pressure to get flight in before the end of the season.
9. Glider contacted wire fence after the pilot initiated an intentional ground loop while executing downwind landing after low level winch cable break damaging both wing tips.
10. Glider landed hard due to insufficient airspeed resulting in damage to the empennage. Contributing factors were low time solo student and low level winch cable break.

Incidents

1. Single engine plane executed low pass on glider runway with no radio communication.
2. Golf cart impacted leading edge of glider wing in hangar, damage cosmetic.
3. Pilot misjudged landing rollout resulting in glider exiting runway and sinking into soft/muddy ground. No damage.
4. Glider observed thermalling in the high key area of the active circuit.
5. Glider landed gear-up after cross-country flight to another club. Pilot attributes the oversight to not completing pre-landing checks.
6. Near miss of glider and towplane shortly after release. Instructor and student were doing incipient spin training and executed a right 90° turn after release while the tow pilot executed a 270° left turn positioning the towplane for the circuit, resulting in the towplane being behind and below the glider, though offset to the left. The glider was observed by tow pilot to pitch down and to the left, the tow pilot altered course to avoid the glider. Spin training being conducted below 2000 feet and in close proximity to the airfield was cited as a contributing factor.
7. Solo student landed short of runway threshold. Contributing factors were difficulty physically operating spoilers and fatigue (fifth flight of the day).
8. Four gliders landed in quick succession while a fifth glider initiated a takeoff roll. One of the gliders was a

solo student pilot who opted to fly an abbreviated circuit, turning base early that resulted in a near miss, passing another glider that was on final with about 25 feet of vertical separation. As reported from one of the pilots involved, "Loss of life was missed by seconds".

9. Student pilot was sent on their first solo flight without a student pilot permit.
10. Pilot aborted takeoff after the avionics in their glider failed. The avionics were confirmed working on the preflight. The battery connection was checked and the avionics were restored to working order.
11. Magneto failed at ~300 feet during morning check flight of towplane. Pilot returned to an uneventful landing.
12. Glider touched crop short of intended runway after low final approach when an alternate runway was available.
13. Pilot aborted takeoff after experiencing a loss of rudder authority and subsequent loss of directional control. Pilot reported some resistance to free movement of rudder pedals, which depended on how the passenger located their feet. The glider was 10% over Maximum Takeoff Weight with the centre of gravity within limits but near the aft limit.
14. Pilot turned glider left instead of right upon release from tow.
15. Glider wing tip caught crop during landing rollout resulting in ground loop. Pilot reported temporary lapse in judgement causing them to misjudge their distance to the edge of the runway.
16. Club single-seat glider rigged not according to standard operating procedures (SOP), upon further inspection the elevator control rod was not fully locked. The aircraft had flown three times since being rigged.
17. During DI, inspection holes in the floor of the rear seat were discovered to be left open, allowing the potential for foreign objects to obstruct control linkages. Covers were properly secured.
18. Whiteboard fell from its mount on the wall in the hangar, striking a club member on the head and shoulders without serious injury. Contributing factor was corroded mounting screws.
19. Large hole (18" deep, 24" diameter) in taxiway appeared due to collapsing subsurface drains, a recurring hazard. Hole was filled with gravel.
20. Airliner observed below cloud base just north of glider field. Club is located near a major centre and has a daily procedure to notify air traffic control when club operations are active. Pilots were reminded of cloud clearance requirements and to listen to ATIS for runway in use/traffic routing awareness.
21. FLARM not configured to alert to Mode C transponders.
22. Front canopy of two seat glider opened at 300-400 feet on tow. The front seat passenger held the canopy closed for the remainder of the flight. The PiC (rear seat) aborted the flight and landed without further incident. This glider has an audible alarm when the front canopy is locked and the rear canopy is not. There is no alarm when the rear canopy is locked and the front is unlocked.
23. Tow rope broke at 1200 feet on tow. The weak link broke when student was out of position while learning to fly the tow. The glider landed without further incident.

24. Pilot vomited during spring check flight. They later passed their spring checks without incident.
25. Member's foot bruised when ops cart hitch fell on it.
26. Towplane window opened on takeoff. Tow pilot elected to leave it open through the tow and closed it after the glider released.
27. ASI did not function on first flight after annual inspection. Pitot/Static was inspected, flushed, and the ASI was still not functioning. The glider was taken to an AME, the Pitot/Static and ASI all tested normal and the ASI was working on the next flight.
28. Landing glider rolled through a divot on the runway, significantly compressing the main gear. The tire looked flat and was re-inflated. After a couple of flights the tire was again flat and would not hold air. The innertube was found to have a torn out valve stem and was replaced.
29. Pilot returned from a cross-country flight below their personal minimum needing a straight in approach with no spoilers in spite of their glider computer indicating good margin above final glide. Contributing factor was deteriorating conditions late in the day and airspace restrictions requiring a detour.
30. DI on towplane was not completed. Contributing factor was tow pilot in a rush to "get going".
31. Tow pilot took off without flaps (against SOPs) and mixture leaned. Pilot corrected mixture during takeoff roll but did not notice flaps until after release. Contributing factors were the pilot was distracted and rushed.
32. Glider DI was completed but not noted in DI book. Contributing factor was the pilot was rushed.
33. Pilot landed out in a less than ideal field after passing more suitable field. Contributing factor was waning lift late in the day and the pilot's desire to get home.
34. Dog loose on runway resulting in tow pilot executing a go-around until the dog was secured.
35. Tow pilot took off without flaps (against SOPs). Contributing factors were distractions from ground crew and radio calls during pre-takeoff checks.
36. Tow pilot landed with mixture set to lean. Pilot reports forgetting to do pre-landing checks.
37. Crop duster did low pass on glider runway without radio communication.
38. ASI not working due to insect making nest in static tube.
39. Tow pilot unable to retract flaps after landing due to malfunctioning flap handle.
40. Two-seat glider was over gross weight. This was identified by a "knowledgeable" passenger. A different pilot was selected to take the flight.
41. Glider pilot elects to land on different runway late in the day due to bright sun and light winds. Retrieve vehicle was proceeding onto the active runway, unaware of the change and the approaching aircraft. The glider pilot altered course ensuring the rollout to ensure separation. Retrieve vehicle driver did not "look both ways" before entering the runway.
42. Student pilot allowed glider to get slow at ~200 feet on approach to landing. The instructor took corrective action by lowering the nose to regain airspeed. The glider landed with a high rate of sink and no flare. There was no damage.
43. Two-seat glider was observed to be sitting lower than normal. Upon inspection it was seen that the undercarriage shock absorber had failed. The aircraft was involved in a hard landing that resulted in damage the previous year and the repairs did not include the shock absorber as it was inspected and functioning correctly.
44. Glider landed without the gear being locked resulting in a gear collapse on landing. Contributing factors were physical difficulty in fully locking the gear down, pilot's low time on type, and flight taking place early in the season.
45. Spoilers opened at ~200 feet, pilot closed them. Shortly after they opened a second time, the pilot held them closed for the remainder of the tow. Contributing factor was the spoilers require high amount of force to fully lock them.
46. Single-seat glider was rolled out of its trailer with the ramp improperly configured resulting in minor damage to the underside of the fuselage. Contributing factor was the aircraft was recently acquired by a new owner.
47. Single-piece, two-seat glider canopy cracked as result of age. The canopy was made for a different model glider and was adapted to fit.
48. Member argued with pilot as they were assisting the pilot to tow glider back to the launch. Contributing factors were the member had not read the SOP and the member was an older male than the younger female pilot.
49. Guest flight returned from a local flight low requiring an abbreviated circuit. Contributing factor was the desire to fly over the guest's house to see it from the air.
50. Glider landed downwind.
51. Glider landed downwind, same pilot as incident #50, two weeks later.
52. Glider turned the wrong way during low rope break exercise resulting in very low and very dangerous maneuvering at low level to avoid hitting trees. The glider landed without further incident.
53. Spoilers opened on tow at ~100 feet, they were immediately closed. They opened a second time ~300, again closed. The spoiler handle was held for remainder of the tow.
54. Tow pilot applied full power before slack was fully removed.
55. Wing runner gave all-out signal before the take up slack signal.
56. Glider wing dropped on initial takeoff roll, the pilot aborted the takeoff.
57. Glider was jolted when the golf cart was driven away at high speed. Contributing factor was the golf cart was left hooked to glider after both the glider and the golf cart were parked.
58. Glider experienced pitch oscillations on initial climb resulting in a towplane upset. Both pilots released and returned to land without further incident.
59. Glider pilot executed a 360° turn to reduce altitude on final approach.
60. Glider was towed by golf cart without a wing walker. Contributor factor was a pause in the towing of the glider to discuss where to place it on the line.

61. Glider was pulled forward by golf cart prematurely while the wing runner was still under the glider hooking up the tow rope.
62. Tow pilot inadvertently released the tow rope while retracting flaps. It is believed that their shirt sleeve caught the release handle.
63. Glider dropped wing on takeoff resulting in an aborted takeoff.
64. Glider pilot was having difficulty attempting to take off after an aborted takeoff attempt. The second launch was rushed. The pilot decided to take a break before taking off, on the advice of other pilots on the field.
65. Glider landed in "safety area" to help keep runway clear. The safety area is to be used only when necessary as it is closer to ground operations than the runway.
66. Mower struck tailplane of a parked glider during mowing operation. The glider sustained cosmetic damage.
67. Towplane on rollout turned into the path of a second towplane in the flare. The tow pilot in the flare altered course to avoid collision.
68. Single-seat glider experienced repeated radio issues through the season.
69. Tow pilot aborted takeoff with glider in tow after golf cart failed to clear the runway.
70. Solo student decided to land in the takeoff lane due to congestion on the landing lane, overflying a towplane waiting to take off.
71. Student entered the opposite circuit due to low altitude resulting in a tailwind on base. The turn to final was skidded, fortunately sufficient airspeed was maintained throughout the circuit. Contributing factor was the illusions created by drift during the turn to final.
72. Single-seat glider touched down with gear retracted. The pilot realized what was happening, pulled the glider back into the air, lowered the gear and landed without further incident.
73. Several pilots reported very rough takeoff rolls, even resulting in devices moving and falling on the roll.
74. Solo student received a stall warning while turning base to final, they immediately lowered the nose of the glider and landed without further incident.
75. Two gliders passed within ~9 metres of vertical separation in spite of being in radio contact. Contributing factor was bright sun.
76. Glider drag chute failed to deploy during approach. The pilot decided to modify the circuit to compensate but partway through the modified circuit, the drag chute deployed. The pilot again modified and landed downwind on a diagonal runway.
77. Glider canopy opened shortly after takeoff. The solo student radioed the tow pilot who maneuvered into the circuit facilitating an early release and safe return to the airport.
78. Towplane deviated to the left during takeoff role. The runway was wide enough to accommodate the deviation and the glider pilot was able to follow.
79. Glider exited the runway at the end of its landing roll. Contributing factor was pilot's decision to move the glider closer to the left side of the runway.
80. Towplane engine increased to full RPM with the throttle control set to idle. The engine was shut down using mixture.
81. Operation started, radio was not put in golf cart.
82. Trailer weather-vaned in wind, was not secured properly.
83. TE probe was not removed from glider when put in hangar resulting in risk of hangar rash.
84. Towplane signaller improperly positioned and ineffective during takeoff sequence.
85. Glider on short final when ground crew walked onto runway to retrieve tow rope. Ground crew saw glider and cleared runway, the glider landed long without further incident.
86. Instructor lost situational awareness, allowing the glider to get too low/far away resulting in a straight-in landing on the cross runway.
87. Glider took off with the canopy not secure, the locking handles were reported to be in the proper position.
88. Concern expressed in radioing pilot on short final (observed approaching gear up).
89. Tow rope was becoming unspliced through use, leaving only 4 inches of splice remaining when it was discovered.
90. Boom mic in front seat of two-seat glider was not working, pilot failed to use the handheld for radio calls resulting in a loss of situational awareness when the glider and towplane were both approaching to land on cross runways (due to wind).
91. Pilot connected two batteries together while intending to connect the battery to the charger. Contributing factor was a modification of the battery and charger wiring that was not communicated.
92. Control issues were discovered during DI, pilot noticed a clicking sound and investigated.
93. ASI in club aircraft was requested to be upgraded to standard to avoid confusion.
94. Glider landed nearly hitting gridded gliders.
95. Glider wing struck fence while being repositioned for takeoff resulting in a cosmetic scratch.
96. Glider repositioned too close to the centre of the runway, increasing the risk of a tow rope strike when the towplane was landing.
97. Glider battery left on overnight, draining the battery. Contributing factor was an approaching storm while gliders were being put away.
98. Unknown person with a camera crossed the runway during flight operations.
99. FLARM alert in glider preparing to enter the circuit. Pilot did not know how to adjust the scale thereby rendering the alert useless in locating the conflicting traffic.
100. Solo student pilot was observed in an unstable approach on short final not using enough spoiler. They then repeatedly opened and closed them while oscillating the attitude of the glider up and down. The glider landed long, exiting off the end of the runway despite the instructor's radio call to use more spoiler. Contributing factor was a hard landing in the previous season when using full spoiler.
101. Glider tire was flattened after hard landing by student. Contributing factor was previous good landing, causing the instructor to relax on the subsequent landing.
102. Visitor (friend of member) to airfield drove past "do not

- enter" sign, around a cone before parking and walking across the active runway.
103. Pilot dropped tail ballast causing minor damage to the rudder control connection fairing and the rudder. The pilot reported being distracted as he was demonstrating to students.
 104. Glider pilot lost directional control while landing and exited the runway.
 105. Glider flown by solo student dropped right wing on takeoff roll. Wing tip was dragged ~10 metres before being picked up. The left wing lowered and almost touched the ground, followed by the right wing almost touching the ground.
 106. Glider pilot flew modified circuit and landed on the cross runway after getting low. Contributing factor was congestion in the circuit with several gliders all landing at the same time.
 107. Tow vehicle was parked at the wingtip near the centre of the runway of a glider that landed, restricting the use of the runway. The driver then got out and took pictures instead of clearing the runway.
 108. Member stood on runway near threshold, looking at golf cart that was blocking the runway about halfway down the runway. Glider pilot on base changed circuit and landed on cross runway to avoid the obstacles on the intended runway.
 109. After takeoff, pilot noticed guest's parachute was not fastened correctly. Contributing factor was distraction during ground briefing.
 110. Glider was towed across the threshold while another glider was on short final.
 111. Friend of a member was walking down the centre line of the active runway. Contributing factors were lack of briefing of the friend and the member was flying at the time of the incident.
 112. Canopy opened on tow. Passenger was able to hold it closed and the pilot aborted the tow, returning to the airport without further incident. Contributing factors were distraction by the wing runner and the pilot failing to complete pre-take off check list.
 113. Member walked onto runway (to retrieve tow rope) while glider was on short final, the glider landed long.
 114. Glider pilot got low and changed runway, executing a modified circuit landing without further incident. Contributing factor was the glider pilot not wanting to overfly the takeoff path of the towplane in spite of being 1,300 feet overhead.
 115. Tow pilot could not center the stick after takeoff due to headset cord being wrapped around the stick, resulting in a low-level turn. The cord was unwrapped and the flight continued without further incident.
 116. Wing tip support bucket was supporting the wing on very edge. Glider was parked in the hangar with wings overlapping, using the bucket to prevent the one glider's wing from dropping onto the other glider's wing.
 117. While supervising a solo student preparing for a flight, the instructor distracted with an off-topic conversation.
 118. Trailer rash as a result of improperly securing the horizontal stabilizer.
 119. Trailer rash as a result of incorrect use of ramp jack and trailer angle, causing damage to the underside of the nose.
 120. Glider main wing securing pins incorrectly installed, corrected after critical assembly check.
 121. Improper parking of gliders not in use, not following SOPs (multiple occasions).
 122. Two gliders came in contact during ground handling into the takeoff line. Wing of glider contacted the rudder of second glider while being positioned for takeoff resulting in minor damage on both aircraft.
 123. Glider's airspeed indicator was inoperative, pilot abbreviated the flight and landed without further incident. Contributing factor was long trailer trip previous to the flight.
 124. Pilot about to hook up for takeoff realised straps were not secure. Contributing factors were first flight on type and ground crew rushing.
 125. Glider pilot aborts takeoff on first flight on new type when wing dropped on initial takeoff roll.
 126. Glider pilot aborts takeoff on first flight on new type when wing dropped on initial takeoff roll. (second incident, both were praised for good airmanship)
 127. Instructional flight lands out after getting too low to safely return to the field. Contributing factor was a lower-than-planned release following exercises on tow.
 128. Poor radio operation, linked to low battery charge.
 129. Multiple incidents of smoke reducing visibility.
 130. Several rope breaks during the all-out start of tow as a result of a new type of weak link.
 131. Tow pilot aborted takeoff as a result of the side door opening during the ground roll.
 132. Small vent windows on two gliders broken and lost.
 133. Towplane moved forward after hooking up to glider, before receiving all-out signal, causing the glider to move forward hitting the wing runner. No injuries.
 134. Near miss between twin-engine aircraft and glider. Contributing factor was ambiguous radio traffic reports.
 135. Tow rope broke during instructional flight after glider got out of position resulting in over-stressing the weak link. The glider and towplane landed without further incident.
 136. Towplane engine unexpectedly started when it was pulled through after heavy maintenance. Contributing factors were a primer leak check and mag switch corrosion.
 137. Tow started before glider was ready.
 138. Club member disagreed with another member's actions. The disagreement was received as a rant that negatively impacted the safety of pilots flying that day.
 139. Instructor was interrupted twice during preflight.
 140. Gliders staged on the wrong portion of the wrong runway resulting in a power plane changing runways while on short final.
 141. Power plane backtracked on runway while glider was in circuit resulting in the glider changing landing runway.
 142. Stopped pedestrian attempting to cross active runway with glider on final.
 143. Two gliders were in the same circuit for landing while a motor glider was preparing to launch from the same runway. Observing the motor glider and not clear on

their intentions, the pilot of the landing glider chose to change to the parallel runway, causing the glider who had landed previously to have to clear the runway. The motor glider, aware of the two aircraft in circuit, chose to start the takeoff roll after observing the landing glider change runways.

144. Weak link observed worn halfway through and replaced.
145. After landing, the front hinge of a front-hinged canopy was observed to be partially released. The pilot observed a few centimetres of exposed cable on the emergency canopy release. There was nothing noted on the DI before the flight.
146. Glider was "taxied" close to hangar on landing rollout, coming dangerously close to a parked glider.
147. Wheel brake was ineffective on landing, the brake was incorrectly adjusted during recent maintenance.
148. Tow release in towplane was out of position after hitting a hard bump during taxi.
149. Weak link failed during initial takeoff roll.
150. Tow rope failed during tow due to heavy turbulence. Both aircraft landed without further incident.
151. Instructor aborted tow at ~700 feet when significant slack developed in the rope while student pilot was flying. The student flew an abbreviated circuit and landed without further incident.
152. Instructor aborted tow at ~900 feet when significant slack developed in the rope while student pilot was flying. The instructor took control to ensure adequate separation of towplane and glider.
153. Tow rope was found to have multiple frays at the glider end during the DI.
154. Two gliders were parked in wind gusting 25 knots, both had wingtip weights but the spoilers were closed.
155. The launch cart was not repositioned when the launch grid was repositioned resulting in the cart being 200 feet down the runway, ahead of the aircraft taking off.
156. Glider found to have misaligned ailerons after annual inspection.
157. Nose wheel of two-seat glider found to be low and topped up. After a flight it was found to be low again. The tire and tube were replaced.
158. Glider trailer observed to be damaged. Damage appears to be the result of collision with another trailer.
159. Student pilot practised short field landings in spite of being told not to resulting in a heavy landing short of the threshold. The student was told by a non-instructor pilot to report the incident to the CFI and did not do so.
160. Glider was observed approaching at speed, full spoilers, and a high rate of sink resulting in a hard landing. There was no damage to the glider.
161. Pilot flew with a passenger after completing only one check flight, against the club SOPs. Contributing factor was the instructor who signed them off does not instruct very often.
162. FLARM misconfigured that resulted in it neither transmitting nor receiving.
163. Golf cart was driven down centre line of runway to retrieve glider and failed to properly clear the runway in spite of multiple radio calls, delaying glider launch. The radio in the cart was confirmed to be working.
164. Tow rope deemed unacceptable at end of day leading to questions on its inspection at the beginning of the day.
165. Tow pilot released the rope and initiated a right turn to avoid Cessna traffic. The student glider pilot also initiated a right turn and released the rope. The rope landed in the front yard of a neighbour with the rings embedding themselves in the turf.
166. Aero retrieve conducted in deteriorating marginal VFR conditions.
167. Cart crossed runway in front of towplane on short final resulting in a go-around. Contributing factor was a change in the runway due to changing winds.
168. Near miss between 737 on 15-mile final and glider. ATC warned of possible glider traffic, alerting the 737 pilot to look and establish visual contact, altering their approach to avoid conflict. Of note, this is the similar location of a near miss with a 767 in the previous season.
169. Near miss between 737 on final for landing and glider. The instructor pilot took control and maneuvered away from the approaching aircraft, passing within ~600 feet of each other.
170. Trim inoperative in single-seat club glider not noted, leading to pilots flying the aircraft unaware of deficiency and potential PIO.
171. Two flights were conducted, sequentially, initiating the takeoff roll in the rain. Contributing factor was the time of day and the desire to squeeze in a couple more flights before shutting down.
172. Towplane was shut down incorrectly resulting in loud squealing noise. Contributing factor was approaching rain.
173. Hangar packed "half-assed". Contributing factor was approaching rain.
174. Cessna passed ~100 feet above towplane while towing a glider at ~1,300 feet. Contributing factor was the combination of a high-wing tow and the Cessna approaching from the 8:00 high position relative to the towplane.
175. Wing drop on takeoff in high performance single seat, pilot aborted the takeoff.
176. Wing drop on takeoff in high performance single seat, pilot aborted the takeoff, second incident with same pilot and aircraft.
177. Wing drop on takeoff in high performance single seat, tow pilot aborted the takeoff based on previous two incidents. There were three aborted takeoffs in four takeoff attempts.
178. Glider pilot made radio call announcing a low and over approach. Tow pilot elected to conduct the intended takeoff believing the low and over was on a different runway. The glider pilot, hearing the takeoff radio call of the towplane, decided to abort the low and over to increase safety margin.
179. Near miss as two gliders maneuver to enter the circuit. Both pilots were unaware of the other until the FLARM alert sounded. Contributing factors were air traffic congestion in the high key area of the circuit.
180. Privately owned glider moved by club member into hangar resulting in damaged gear door that was not reported.
181. Glider outside was left unattended with canopy open.

182. IFR traffic on approach warned by ATC of circling target on the approach path. Pilot established visual contact and avoided the glider. Note: report submitted by power pilot as a courtesy.
183. Spoilers opened on takeoff. Tow pilot waggled rudder and glider pilot closed spoilers.
184. Near miss between light twin and glider.
185. Front canopy of glider opened in flight during sideslip exercise. Instructor took control enabling the student to close the canopy. The flight was completed without further incident.
186. Radio transmission weak due to old batteries.
187. Winch launch aborted due to excessive speed. Contributing factors were high wind and weak radio transmissions.
188. Student with two guests were walking on active runway and overflown by glider on final. Contributing factor was unfamiliarity with runway.

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to all those presented with national honours for their contributions to Canadian soaring in 2023. Listed in alphabetical order, these are the worthy recipients:

- **Cu Nim Gliding Club** – Roden Trophy (efficient use of club resources)
- **Nataly Danylyuk** – Great Lakes Gliding Club Social Media Team – Jim McCollum Award for Innovation
- **Alex Depoutovitch** – Stachow Wave Trophy (maximum height achieved)
- **Chester Fitchett** – Canadair Trophy, Motor Glider (best six flights during the year)
- **Chester Fitchett** – BAIC Trophy, Motor Glider (best flight of the year)
- **Pierre Gavilet** – Hank Janzen Trophy (contributions to safety in soaring)
- **Tomek Kniat, Miguel Londono, Natasha Londono** – Great Lakes Gliding Club Social Media Team – Jim McCollum Award for Innovation
- **Jerzy Szemplinski** – Canadair Trophy, Pure Glider (best six flights during the year)
- **James Wood** – Walter Piercy Award (instructor of the year)
- **Ryan Wood** – “200” Trophy (best six flights by a pilot with less than 200 hours PIC in gliders at the beginning of the season)
- **Ryan Wood** – BAIC Trophy, Pure Glider (best flight of the year)

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

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 excellent competition. On the motor glider side, the trophy was secured with a great late-season flight, overcoming stiff competition. On the pure glider side, the contest could not have been closer. The ultimate winner fought to maintain a narrow lead throughout the season, and ended with a whisker-thin victory. Overall, the 2023 season was a testament to the quality of soaring in Canada and to the quality of Canadian pilots. The 2023 winners are:

Motor Glider *Chester Fitchett* – Cu Nim Gliding Club

Chester Fitchett bookended his 2023 OLC year with great flights at both the start and the end of the campaign. Very early in the cycle, Chester had two great wave flights out of the Cu Nim Gliding Club field on 27 and 30 October, 2022. Then, in spring and summer 2023 he accumulated points while exploring the Rocky Mountains. However, it took another outstanding wave flight, this time on 25 July to vault back into the top spot and to secure the Canadair Trophy, Motor Glider. Chester flew all of his top six flights in his Arcus M. Each of the high scoring wave flights lasted over nine hours; success well and truly earned!

Oct 30	1010 points	1224 km	143 km/h
July 25	1060 points	1109 km	125 km/h
Oct 27	897 points	1000 km	192 km/h
May 19	482 points	500 km	74 km/h
July 22	420 points	437 km	71 km/h
July 9	414 points	426 km	99 km/h

Pure Glider *Jerzy Szemplinski* – SOSA Gliding Club

During 2023, Jerzy Szemplinski earned a total of 3875 OLC points from the best six of his numerous excellent flights originating in Canada. All of those six flights were flown in his ASG29, launching from the SOSA Gliding Club home field at Rockton, ON. Details of his flights are as follows:

June 2	731 points	720 km	115 km/h
June 17	700 points	680 km	95 km/h
July 19	641 points	611 km	94 km/h
June 1	623 points	547 km	103 km/h
July 18	610 points	565 km	97 km/h
May 31	571 points	512 km	105 km/h

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. The winners for 2023 are:

Motorglider *Chester Fitchett* – Cu Nim Gliding Club

In past years, we have 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. During the 2023 OLC year, Chester continued that quest. In his best flight of the year, flown on 30 October 2022, he earned 1146 OLC points for a flight of 1224 km. In his OLC

pilot's comment, Chester noted this flight as an interesting extension, "Got to fly into the USA a little, and try to figure out the confused wave downstream from Glacier National Park."

Pure glider **Ryan Wood** – Saskatoon Soaring Club
Ryan achieved the highest scoring flight in Canada flown in a pure glider during the 2023 season. That flight earned 801 OLC points for a distance of 606 km.

On the last day of the Cowley Summer Camp, with the trip home ahead of him, and great soaring conditions forecast, Ryan chose to turn his tail to the wind, and engage in that purest form of soaring, the "Downwind Dash", an inspiration for us all. The flight was flown in his Libelle 201, and ended just short of his home near Saskatoon.

"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.

Ryan Wood – Saskatoon Soaring Club

Ryan is a repeat winner, having been awarded it in 2022. Ryan amassed a total of 2600 OLC points from his best six flights during the 2023 season. Those best six flights included launches from Cowley, Black Diamond (Cu Nim Gliding Club) and Cudworth (Saskatoon Soaring Club). Some statistics for those flights:

August 6	801 points	606 km	79 km/h
May 19	451 points	342 km	85 km/h
August 2	436 points	381 km	59 km/h
June 23	426 points	307 km	65 km/h
August 3	403 points	360 km	73 km/h
June 24	299 points	226 km	70 km/h

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.

Alex Depoutovitch – SOSA Gliding Club

Alex Depoutovitch arrived at the Cowley Fall Camp, all the way from Ontario, with a Diamond on his mind. Cowley did not disappoint.

The Stachow Trophy is earned by the Canadian pilot who achieves the highest altitude above sea level (subject to a minimum gain of height of 5000m). On October 8th, Alex attained the altitude of 7842m (25,729 ft). The height gain earned him his Diamond climb, being greater than 5000m. The calendar year is the basis used for the Stachow Trophy.)

Walter Piercy Trophy – Instructor of the Year

James Wood – SOSA Gliding Club

James has been an active instructor. During 2023, he provided support to SOSA students on 105 flights. He has also gone beyond that core role. He was a presenter at the club ground school, was involved in the season-opening primers for club members, and was one of the creators of the new SOSA cross-country Safety Program designed by the club for training of novice cross country pilots. James also serves his club as Board member and Membership Director

Hank Janzen Award

For outstanding contributions to safety in soaring

Pierre Gavillet – Montreal Soaring Club

The Hank Janzen Award is awarded on the judgement of the Flight Training & Safety Committee, reflecting the high regard the recipient has earned amongst his safety officer peers.

This year's award was presented to Pierre Gavillet. The award nomination form submitted by Pierre's club provides an extensive list of accomplishments.

A summary, touching only the highlights, includes rewriting and maintaining the club Safety Manual, introduction of a hazard identification system, introduction of an online incident reporting system; proactive and responsive collaboration with the club CFI, and organization of regular MSC Safety talks.

Besides excelling in his role as Safety Officer, Pierre Gavillet has also made outstanding contributions to flight training at MSC going back to 2017.

Jim McCollum Award for Innovation

The Jim McCollum Award for Innovation was created in 2017 as a means to recognize those soaring club members who further the sport of soaring in their club or SAC through the sort of behind the scenes organizational and administrative contributions that otherwise go unremarked amongst the glories bestowed on the 'hot pilots'.

Social Media Team – Great Lakes Gliding Club

For 2023, the Jim McCollum Award went to a team, the team of **Nataly Danylyuk, Tomek Kniat, Miguel Londono, Natasha Londono** and **Harry Wentland** – known collectively as the Great Lakes Gliding Club Social Media Team.

Starting in 2022 and continuing, a substantial effort was initiated by that team to increase the visibility of their gliding club to the public to increase potential memberships and guest flights.

Though GLGC had a *Facebook* and an *Instagram* page (the GLGC *Facebook* page was created in October 2011), not much attention had been given to them until this group decided to change that. Thanks to their efforts on *Facebook*, *Instagram* and *Twitter*, guest flights increased substantially from 2022 onwards. In 2023, the club had to assign many members to respond to calls from the public due to the overflow of

inquiries. Their efforts contributed greatly to the number of guest flights as seen in 2022 and 2023, and the club looks forward to the growing attention the club will receive in the future.

Roden Trophy – Club soaring skills development

Cu Nim Gliding Club

Cu Nim is this year's winner of the Roden Trophy. The club achieved a "Roden point score" of 46.77. Amongst its 62 club members, there were ten A, B and C badges, and seven legs towards Silver, Gold and Diamond badges.

WEB SITE – Patrick McMahon

Based on results on the OLC, the soaring season in 2023 was not a great one. However, many clubs across Canada were sharing progress around social and training activities.

SOSA hosted the 2023 Canadian Nationals through difficult weather generating limited content. Similar circumstances and limited content defined contest(s) hosted at Cu Nim who revived a week-long regional contest (the Western Canadian Soaring Championships) with the Alberta Provincial Soaring Championships run concurrently through the final weekend, coining it the "Western Showdown."

In 2024, the Canadian Nationals will be hosted at Cu Nim in late May. No other contests are known currently. As this changes, let us know to update the SAC calendar.

Swing by sac.ca to find the updated version of *Soar & Fly Gliders* – thanks to Dan Cook and Tony Burton for completing the update to our textbook for students.

As a suggestion for clubs generating content, keep your audience in mind. If you're speaking in the first person, does the newest member of your audience know who you are? Are you speaking to your members to keep them connected, or speaking to a public that might not know that gliders can sustain flight, fly long distances, or cover distances at speed. Know your audience, meet them where they are. Bring them in, show them the way for a flight, or the thrill for a lifetime.

Please share content you'd like posted or amplified to webeditor@sac.ca. Keep your eyes on SAC's social profiles. All additions to sac.ca are 'logged' on X (@canglide). On Facebook, SAC will amplify content shared by your clubs – if you're not seeing that, ensure the SAC account is following your club.



CANADIAN SOARING RECORDS (as of 28 March 2024)

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	Antonia Williams	305.0 C	1975	Chester Zwarych (H. McColeman)	310.0 T	1984
3.1.5b Free distance	Dave Marsden Mike Apps	1093.0	1984	Mike Apps	1093.0	1984	Mike Glatiotis	480.6	2002	Ursula Wiese	607.0	1986	Thomas Stieber (Joerg Stieber)	405.4 C	2017
3.1.5c Out & return dist.	Tim Wood	690.2 T	2010	Tony Burton	652.3 T	1993	Tim Wood	628.1	2010	Ursula Wiese	328.0	1984	Chester Zwarych (Reg Adam)	421.5 T	1979
	Brian Milner	1128.9 C	1999	Walter Weir	1032.1 C	1993				Tracie Wark	510.3 C	2002	Thomas Stieber (Joerg Stieber)	763.9 C	2017
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	Trevor Florence (C Hildebrandt)	572.9 T	2013
	Adam Zieba	1252.3 C	2013	Brian Milner	1028.1 C	2012	Adam Zieba	1089.5 C	2013	not claimed	1050.8 C	2015	Thomas Stieber (Joerg Stieber)	763.9 C	2017
3.1.5e 3 TP distance	Nick Bonnière	818.1 T	2010	Tim Wood	642.7 T	2007	Nick Bonnière	719.9 T	2010				T & (J) Stieber	1050.8 C	2015
	Adam Zieba	1474.1 C	2010	Adam Zieba	1474.1 C	2010	Adam Zieba	1387.1 C	2010				Troppmann(Carson)	419.8 T	2023
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	Trevor Florence (C Hildebrandt)	847.1	2013
	Brian Milner	2078.4 C	2012	Brian Milner	2078.4 C	2012	Brian Milner	1804.1 C	2012	Tracie Wark	592.6 C	2000	Thomas Stieber (Joerg Stieber)	1057.4 C	2015
3.1.5g Triangle dist.	Hal Werneburg	803.7 T	1982	Hal Werneburg	803.7 T	1982	Chris Gough	750.2	2015	Jane Midwinter	317.6 T	1988	John Firth (Dan Webber)	510.4 T	1986
	Thomas Stieber (Joerg Stieber)	1017.3 C	2015	Peter Masak	1007.0 C	1987				Tracie Wark	502.9 C	2006	Thomas Stieber (Joerg Stieber)	1017.3 C	2015
3.1.5h Free triangle dist.	Chris Gough	777.1 T	2015	Chris Gough	777.1	2015	Chris Gough	777.1	2015	Tracie Wark	523.2 C	2007	Thomas Stieber (Joerg Stieber)	1022.9 C	2015
	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		
3.1.7b Absolute Altitude	Bruce Hea	10485 T	1981					Deirdre Duffy	8986 T	1991	Melanie Paradis (Patrick Pelletier)	9831 T	2020		
	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	Joerg Stieber (Michael Stieber)	144.1 C	2017
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			
	Walter Weir	150.9 C	1996	Walter Weir	150.9 C	1996	Jerzy Szemplinski	125.4 C	2007	not claimed	not claimed	144.1 C	Joerg Stieber (Michael Stieber)	144.1 C	2017
SAC 750 km	Walter Weir	145.0 C	1994	Walter Weir	145.0 C	1994	not claimed		not claimed						
3.1.6a 1000 km	Brian Milner	147.0 C	1999	Walter Weir	142.6 C	1993	not claimed		not claimed	Joerg Stieber (Michael Stieber)	144.1 C	2017			

ALTITUDE (m)

