

SOARING ASSOCIATION OF CANADA

**2024 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 the 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 Allardycce 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 Allardycce

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 Allardycce
See the complete report on page 39.

Motion #7 *The meeting be adjourned.*

Moved by Jeff Keay, seconded by Jay Allardycce.

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 2024. Our membership has stabilized at an average of 900 members, the past ten-year average. 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 25 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 a decade ago with no increase since. For more info on these funds, look at the sac.ca website, SAC / Programs section.

You will see in this report more details on some of these available SAC programs:

- SAC insurance plan
- Instructor Training & Safety improvement grant
- Youth bursary program
- National team world contest support
- Contest hosting grant for clubs
- Youth contest support
- Financial support for club marketing & publicity initiatives
- Soaring simulator funding for clubs
- OLC annual fee paid by SAC to allow Canadian pilots to participate without charge
- *Proving Grounds* access for gliding clubs paid by SAC.
- SAC is an affiliated paying member of the Aero Club of Canada and the International Gliding Commission of the Fédération Aéronautique Internationale, required if you are setting a national or world record; competing in a Canadian National Competition or a World Championships.

The SAC Instructor Training & Safety Improvement Program that was in place from 2015-2017 and 2020-2022 was renewed indefinitely in 2023 by SAC. 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 March 2024 AGM 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 accumulate. Club's claims for the 2024 season need to be sent to the SAC office before the end of March 2025 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 flight safety side, David Donaldson, our National Safety Officer, organised in mid-February a *Safety II* training weekend with the participation of 30 CFI's and SOs representing 13 clubs. *Safety II* is based on much research in the safety field and has been embraced in the professional aviation world and we believe that this is the best option for moving safety forward in Canada. More details are in the Safety report. Over 2024, SAC clubs reported 174 incidents and ten accidents. Our last 10-year average is ten accidents per year and 0.5 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.

Unfortunately, on 29 May 2024, a Canadian glider pilot died near Cu Nim during the Nationals. About 30 minutes into the flight, the pilot jettisoned the canopy and exited the aircraft; his parachute was not deployed, and he subsequently died from his injuries. The LAK-17B FES glider collided with terrain southeast of the aerodrome. The TAB report is available on <https://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2024/a24w0059/a24w0059.html> In 2022 we 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 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-four Canadian glider pilots lost their lives in gliding over the last 36 years, six 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 to improve the safety of our sport. What is your personal participation in safety for yourself and for all?

We had no glider pilot fatality in 2023 and 16 of the last 36 years, so in 2023, 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 and from 1993 to 1998. Our Safety record is slowly improving ...Let's be positive and, most important, proactive on safety...

Instructors and experienced pilots seem more at risk if we look at the statistics. Next season, have this in mind on every flight. Do you know the altitude required to get out of a spin in the glider that you fly? 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.

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 estimate that more than 280 FLARM units were used in 2024 in gliders flying 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 committee 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 wish you all a great 2025 season! And above all, stay safe and be vigilant!



L'Association Canadienne de vol à voile a vécu une bonne année 2024. Nos adhésions se sont stabilisées à près de 900 membres, soit la moyenne des dix années. 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 de la 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 de nos 25 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 diminué de 120\$ à 80\$ il y a environ 10 ans et qu'aucune augmentation ne soit nécessaire depuis ce temps. 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 offert par 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*
- *Programme de bourses jeunesse*
- *Soutien aux compétitions mondiales de l'équipe nationale*
- *Subvention pour l'organisation de compétitions régionales ou nationales*
- *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*
- *Les frais annuels de l'OLC payés par l'ACVV-SAC afin de permettre aux pilotes canadiens de participer gratuitement*
- *Accès à « Proving Grounds » pour les clubs Canadiens payé par l'ACVV-SAC.*
- *L'ACVV-SAC est un membre payant affilié de l'Aéroclub du Canada, de l'International Gliding Commission et de la Fédération Aéronautique Internationale, requis si vous établissez un record national ou mondial, participez à une compétition nationale canadienne ou à un championnat du monde.*

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 2024 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 pourront plus se cumuler. Les réclamations des clubs pour la saison 2024 doivent être envoyées au bureau du SAC avant la fin mars 2025 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.

Du côté de la sécurité, David Donaldson, notre responsable national de la sécurité, a organisé à la mi-février un week-end de formation sur « Safety II » avec la participation de 30 CFI et SO représentant 13 clubs. Safety II est basé sur de nombreuses recherches dans le domaine de la sécurité et a été adopté dans le monde de l'aviation professionnelle et nous pensons qu'il s'agit de la meilleure option pour faire progresser la sécurité au Canada. Plus de détails dans le rapport sur la sécurité. En 2024, les clubs de l'ACVV-SAC ont rapportés 174 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 0.5 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.

Malheureusement, le 29 mai 2024, un pilote de planeur canadien est décédé près de Cu Nim AB pendant les championnats nationaux. Environ 30 minutes après le début du vol, le pilote a largué la verrière et est sorti de l'aéronef; son parachute ne s'est pas déployé, et il est ensuite mort de ses blessures. Le planeur LAK-17B FES est entré en collision avec le relief au sud-est de l'aérodrome et a été considérablement endommagé par les forces d'impact. <https://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2024/a24w0059/a24w0059.html> 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 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.

34 pilotes de planeur membres de notre association sont décédés en planeur au cours des 36 dernières années, dont 6 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 ?

Nous n'avons eu aucun décès en planeur en 2023. Ce fut aussi le cas lors de 16 des 36 dernières années, soit en 2023, 2021, 2020, 2018, 2015, 2014, 2010, 2008, 2006, 2001 et de 1993 à 1998. Notre bilan en matière de sécurité s'améliore lentement... Soyons positifs et surtout proactifs en matière de sécurité...

Selon les statistiques, les instructeurs ainsi que les pilotes expérimentés semblent les plus à risque. L'impact avec le sol résultant d'un décrochage/vrille est la cause principale de décès en planeur au Canada. Ayez ceci en tête au cours 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

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 FLARM. Nous estimons que plus de 280 unités FLARM furent en fonction en 2024 dans des planeurs évoluant 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 2025. »

Maintenant sur un ton plus positif, nous sommes privilégiés d'être entourés par une équipe extraordinaire de directeurs régionaux, de directeurs de nos comités ainsi que les membres des comités ayant des parcours professionnels et des expériences aéronautiques différents qui se complètent. Je profite de l'occasion pour remercier tous ces volontaires pour leur travail acharné pour l'ACVV-SAC. Je vous souhaite une excellente saison 2025 ! Et surtout, soyez prudents et restez vigilants !

Our Zone Directors

Every year, half of the six SAC directors positions are up for election. This year, the Pacific, Southern Ontario and Eastern Zone Directors were re-elected.

Chaque année, trois de nos six directeurs de l'ACVV-SAC sont en élection. Les directeurs des zones du Pacifique, du sud de l'Ontario et de l'est ont été réélus.

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

Sylvain a commencé à voler en planeur en 1994 avec l'Association Vol à Voile Champlain. Il est impliqué comme instructeur et comme pilote remorqueur. Il détient aussi une licence de pilote professionnel d'avion (CPL-A) Multi IFR et un certificat de pilote de drone (ATP) avancé avec annotation d'évaluateur de vol. Il est également examinateur radio aéronautique et personne autorisé pour les licences planeur.

Sylvain first flew a glider in 1994 with AVV Champlain. He is involved as instructor and tow pilot. He holds a CPL-A Multi IFR and an advanced drone (RPA) pilot certificate with a flight reviewer rating. He also is an aeronautical radio examiner and an authorized person for glider licensing.

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 CFI 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 three 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 organize in Florida for winter destination opportunities by staging York equipment at Seminole Gliding. There it is flown by other regional clubs as well as York members.

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

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

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 trainer 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 earning a 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 Libelle, moved on to a DG400, and since then has completed an aerobatic instructor rating with Gary Hill of ESC. He has participated in both Canadian Nationals and Western Canadian Showdown contests that have taken place in Alberta over the past three years. Pavan is also an enthusiastic Condor pilot and encourages everyone to join the online soaring community to enhance our soaring skills and keep the social ties alive across our vast distances. He enjoys finding ways to keeping our sport healthy and growing in Canada.

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 Libelle, puis est passé à un DG400/17. Il a ensuite réussi à devenir instructeur de voltige aérienne auprès de Gary Hill d'ESC. Il a participé aux nationaux canadiens et à la compétition Western Canadian Showdown qui ont eu lieu en Alberta au cours des trois dernières années. Pavan est également un pilote de Condor enthousiaste et encourage tout le monde à rejoindre la communauté de vol à voile en ligne pour améliorer nos compétences en vol à voile et maintenir les liens sociaux vivants à travers nos vastes distances. Il aime trouver des moyens de maintenir notre sport en bonne santé et de le faire grandir au Canada.

David Gagliardi – Pacific Zone Director

I have always been an aviation geek – I had a subscription to *Flying* magazine when I was nine. I got my Private Pilot Licence, in 1976, flew privately for nine years and then got into commercial aviation, instructing and charter flying, then 17 years of fire bombing, finishing up as a TC Inspector. My father took me to Hawkesbury when I was around 10 or 11 and I did a half hour

flight in a Blanik. It was a boomer spring day and we climbed to 8000 ft. My next glider flight was almost 45 years later. After quitting firebombing I finally had summers free so I started my glider conversion in Port Alberni in 2015. On my third solo flight my instructor told me to take a tow to 3000 feet and see if I could find some lift. I found plenty of sink and had almost given up when I stumbled into a thermal and climbed back up to 3000. At that point I was hooked! Yup, at that point I was hooked and I have continued to work to be a better pilot including completing my Glider Instructor Rating in 2018. I have always been interested in promoting flight safety so I have volunteered to be the Safety Officer at the Alberni Valley Soaring Association since I joined the club. In 2023 I started working with the SAC Flight Training and Safety Committee and then in 2024 stepped up to fill the vacant position of Pacific Zone Director.

J'ai toujours été un passionné d'aviation – j'étais abonné au magazine Flying quand j'avais 9 ans. J'ai obtenu ma licence de pilote privé en 1976. J'ai volé en privé pendant 9 ans, puis je me suis lancé dans l'aviation commerciale, en tant qu'instructeur et pilote nolisé, puis 17 ans sur les bombardiers d'eau, pour finir comme inspecteur de TC. Mon père m'a emmené à Hawkesbury quand j'avais environ 10 ou 11 ans et j'ai fait un vol d'une demi-heure dans un Blanik. C'était une journée de printemps avec de fortes ascendances et nous sommes montés à 8000 pieds. Mon vol suivant en planeur a eu lieu presque 45 ans plus tard. Après avoir arrêté de voler le bombardier d'eau, j'ai enfin eu des étés libres, alors j'ai commencé ma conversion en planeur à Port Alberni en 2015. Lors de mon troisième vol en solo, mon instructeur m'a dit de me faire remorquer jusqu'à 3000 pieds et de voir si je pouvais trouver des ascendances. J'ai trouvé beaucoup de descente à la place. J'avais presque abandonné lorsque je suis tombé sur une thermique et remonté jusqu'à 3000 pieds. À ce moment-là, j'étais accro. Oui, une autre vie ruinée par le vol à voile ! À ce moment-là, j'étais accro et j'ai continué à travailler pour devenir un meilleur pilote, notamment en obtenant ma qualification d'instructeur de planeur en 2018. J'ai toujours été intéressé par la promotion de la sécurité des vols, c'est pourquoi je me suis porté volontaire pour être l'agent de sécurité de l'Alberni Valley Soaring Association depuis que j'ai rejoint le club. En 2023, j'ai commencé à travailler avec le comité de formation et de sécurité en vol du SAC, puis en 2024, j'ai pris les devants pour occuper le poste vacant de directeur de la zone Pacifique.

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, 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 sa retraite, Tom travaillait dans l'industrie aéronautique en tant que concepteur de logiciels.

PACIFIC ZONE – David Gagliardi

I have been active as a Safety Officer and a member of the SAC Flight Training and Safety Committee for a few years now and felt I also had something to offer the SAC Board. Since the Pacific Region Director position was vacant I volunteered to fill the position on an interim basis until the next election. There was of course a learning curve but I feel I now have a handle on the position and can add value to SAC and the Pacific Region clubs.

My main focus since last summer had been to be the point person for the SAC Board on the Pawnee AD issue. The SAC Board has approved the engagement of a Designated Airworthiness Representative and we hope to get a blanket *Alternative Means of Compliance* that will reduce the amount of wing inspections required. I will be standing for election at this year's Annual General Meeting and hope I will be able to continue to represent the Pacific Region on the SAC Board.

Alberni Valley Soaring Association – Allen Paul

In 2024 the Alberni Valley Soaring Association was able to get its season underway in late April. The weather in the Alberni Valley was cooperative for the most part, with good visibility and minimal forest fire smoke hindering the operation.

During the spring the Vancouver Island Soaring Center which provides PW6 dual training and the tow aircraft for all club operations, was sold to new ownership. Thank you Andrzej for your numerous contributions over many years to developing a dynamic gliding operation in the Alberni Valley. Warwick, we look forward to years of gliding support as you move forward with your new venture.

Our membership remained steady this year. Regular membership totalled eleven in 2024 and the number of associate members who flew the Vancouver Island Soaring Center's PW6 remained at seventeen. At last review the PW5 logbooks showed 107.0 hours flown over 75 flights in 2024. An additional 92.2 hours was flown by a variety of privately owned gliders. The PW6 flew 446 flights accumulating 179.2 hours.

The Vancouver Island Soaring Center continued to increase the number of PW6 training flights from previous years. On the instructional side the VISC PW6 flew numerous recurrent training flights for local and visiting glider pilots. Two teenage students completed the glider pilot training syllabus and earned their glider licences. One power pilot approaching 90 years of age also completed conversion training and obtained a glider licence, once again proving that one can never be too old to take gliding lessons. Three students enrolled in the latter part of the year and will be continuing their training as the 2025 season unfolds.

Club members again explored 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 cloudbases exceeding 10,000 feet. The prevailing winds in 2024 were not as well oriented to provide reliable ridge soaring and most distance flights instead relied on thermals generated in the Alberni valley and at higher elevations along the Beaufort ridge.

In a valley with some serious geographic barriers, members were quick to capitalize and extend their typical cross-country flight distances. On one exceptional day the club celebrated the first flight beyond the west end of Great Central Lake. Andrzej and Chris flying together in the PW6 made it as far as Mt. Rousseau and Della Falls before returning to Port Alberni. Our club pilots continued to log OLC points and achieved a 13th place position amongst participating Canadian clubs in 2024. Our goal remains to climb the ladder and surpass our best previous standing of 11th place.

In 2024 the SAC Safety Grant funds allowed the club to make the final payments for the PW5 FLARM installation and the enhanced PW5 seatbelt installation. These funds also permitted the club to purchase several first aid kits.

In addition the club was loaned a VHF radio base station and large antenna by a generous club member. This greatly enhanced our ability to communicate with gliders and power aircraft in the Alberni Valley thereby improving everyone's air picture and minimizing traffic conflicts with aircraft approaching the circuit. As a sideline the club also continued its unofficial fire watch role making authorities aware of smoke and fire sightings.

The backbone to AVSA operations continues to be the club's strong commitment to safety through the SAC Safety Program. The key elements include the 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 member 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 2024 flying season.

We expect 2025 to be another building year for our club members. For those glider pilots looking for a small friendly place to visit we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley.

Canadian Rockies Soaring Club – Wes James

Five months of soaring, starting on 3 May and ending on 30 September, saw 14 club members and 10 visiting pilots combine for over 150 soaring flights over the scenic Columbia Valley.

Three bursary students attended our soaring camp in early July. Once again club members volunteered their time and expertise

to pilot the towplane and provide flight instruction. The keen students were attentive and soloed in July and August.

Attention to flight detail and confidence in their ability was pushed to the forefront when one of the students encountered a major potentially damaging situation. In September while on tow flying solo in the club's 2-33 the student had the weak link break at 200 ft and past the runway threshold. Staying calm and assessing the situation the student realized a return to the runway was impossible and a controlled forward landing was the correct and safe option. While controlling the descent and very close to touchdown, the right wing clipped a pine tree, causing the 2-33 to ground loop. The student was able to walk away uninjured. It was an excellent display of confident calm piloting with no panic while maintaining control of the glider in a very stressful situation especially considering how few flights and soaring hours the pilot had.

The 2-33 was written off and insurance was paid out. However, the insured value would not finance a suitable newer training glider. Fortunately we were able to purchase a K-13 from the TSC without completely draining our reserve funds. The K-13 will be a great replacement for the 2-33. Thanks to everyone at the TSC for being so accommodating and helpful in transferring the K-13 ownership to the CRSC.

Vancouver Soaring Association – Dave Baker

The 2024 VSA season was relatively normal for a change. The weather was close to the long-term average that is expected in a semi-coastal location such as Hope. We are about 125 km from the ocean, and surrounded on three sides by mountains, so there are a lot of microclimates in play on most days. The official weather in Chilliwack, just 50 kms down the road, can be totally different than at Hope.

The forest fire situation was also about normal, so we did not lose any days to Forest Service fire fighting activities on the airport, or serious smoke visibility problems. Our season went from late March to the end of October.

We finished the year with 46 full flying members. This was a couple less than last year, but we had two members who only took out social memberships this year due to work commitments, and one who retired from flying. Unfortunately, one of our newer active members died of natural causes way too early, and will be badly missed. As noted in last year's report, we are trying very hard to increase our membership, but despite having a waiting list of prospective members, we are critically short of instructors, and this restricts the number of students we can move through the training program.

The club did 676 aerotows this year, down 30 from last year, but quite a few members flew at other locations for contests or just a change of scenery, so the total number of launches by club members would probably be slightly more than last year. We also had two self-launching sailplanes in the fleet.

In spite of our instructor shortage, we were able to solo four students this year, and one student would have achieved his Glider Pilot Licence on the last day of the season, but the weather

intervened and he could not complete his test and check rides. He will be first up in 2025. One area that did increase was the amount of cross-country flying originating in Hope. Our local terrain can be intimidating to some pilots, but some of the more adventurous among them took advantage of some excellent flying days and logged impressive flights.

Luckily the VSA has two towplanes because, at one time or another, both developed gremlins in their electrical systems that drove our Tow Plane Manager crazy trying to isolate the problem. Thankfully, they were never out of service at the same time, so we didn't lose any flying days. In the very last week of the season, he finally got both de-gremilized so we should start next season with both aircraft serviceable. Our Glider Maintenance manager has also been working all winter and expects to have all five club gliders ready to go on day one of the season.

The VSA had a good safe year. There were no incidents that caused injury or damage, but did have one potentially serious incident. This occurred as the glider pilot, luckily an experienced one, gave the signal to raise the wing and take up slack, he exercised the controls one last time and heard, and felt, a 'clunk' in the back of the glider. He immediately released the tow rope and asked the wing runner to check the elevator. It was confirmed that the elevator had become disconnected. Everybody, please triple check your elevator connections.

At last count we have 5 club gliders, 14 private gliders and 2 towplanes in the fleet and they all have a working FLARM. Only one glider has a transponder. We flew a total of 475.5 hours on the club glider fleet in 559 tows. This was 21.7 hours fewer than last year, but with 104 fewer tows, which indicates that each flight, on average, was longer.

During the year, the VSA ran a season-long evaluation of the *Take Up Slack* program, designed by some very clever people in the Alberta soaring community. We were impressed by the overall scope and features of the program but decided not to adopt it this year as there were several features that didn't work too well with the VSA's current system of record keeping and billing. We have stuck a committee to try to see if we can change our procedures or to work with the developers and perhaps contribute time and expertise to include modules that would work with our club. In the future we hope we can join the family of T.U.S. clubs. We wish all clubs and glider pilots a safe and satisfying flying season in 2025. See you on the OLC.

ALBERTA ZONE – Pavan Kumar

Last winter, before the start of 2024, we were in the thick of the winter Condor season with *Proving Grounds* tasks and US Soaring nights. Then, the first ever FAI Virtual World Cup qualifiers were announced with several time slots over six races to qualify. The challenge and intensity of this massive contest re-invigorated the excitement for Condor and discussions of spring real life contest flying with fellow pilots. With my basic laptop and *TrackIR*, I somehow managed to follow the fast pilots from Canada, USA, and Australia into qualifying for the 1st FAI Virtual World Gliding Championship. Unfortunately, be-

tween VR issues and missing races due to work, I didn't place well. Others in our international non-European Condor group did very well. Fall 2024 saw the release of *Condor 3* with the much anticipated weather models. It was an honor to even be part of such a group last year and I'm certain there will be more competitors this year. Combined with the variability and realism of *Condor 3* it will be far more challenging to qualify again.

There was also particular excitement for me with one long time pilot at Cu Nim where they would host another soaring contest this year, the Canadian Nationals. Kerry had previously invited me to stay with him at Cu Nim for the 2023 Western Soaring Showdown and was inviting me again for the 2024 Canadian Nationals. He had purchased an FES glider that was delivered in fall and he had yet to fly. We would talk about preparing for safari flying and visiting other paved runways across southern Alberta to soar from. We talked about flying together and expanding our XC adventures, possibly even working only part time to increase our days to fly. Sometimes we talked about other things and one that struck me was when he expressed how holding values he believed in had a cost. This was a budding friendship, and summer of adventure to look forward to.

Of course, you've all heard about the weather at the contest. You've all seen the news and read the Transport Canada report. Now, I share with you that eerie vacuum in the trailer alone that night and the void that has persisted ever since. It has been a difficult journey since, several days last summer I went to the field, rigged my self-launching glider, watched the clouds form, and just didn't feel up to it. I would derig and go home. For those who have experienced the same, I feel for you, and hope you found a way to recover. It's something that I continue to feel. To miss. And it comes in waves. I did manage to fly a few times though, and visit friends, and it helped me remember the joy of flying with others. That brought me back to why I love this sport and contribute to it. I am fortunate to have this position with the SAC Board. I've had the opportunity to make friendships and learn how to support our sport through clubs.

This year SAC received a request for funding for a flying camp and we were able to create a fund to support these improvement camps that develop unique skills and are open to all members. Thank you to members who reach out to your zone directors with ideas on how we can promote our sport. Now we have yet another way to do this and grow the success of these camps for pilots from all over Canada to fly together.

This year we have been working on a new SAC website and recently launched the new Forum that is easier for everyone to access and bring our community a little closer together.

A surprise AD for our beloved Pawnee towplanes has also taken some work to organize a DAR to prepare us an application for an AMOC.

As I write this I am attending a very well attended *Safety II* workshop put on by our own David Donaldson. It has been a fantastic learning experience and many of us are optimistic to bring this culture and some exercises to our home clubs.

There are always new questions coming to SAC. Transport Canada will be looking into aircraft conspicuity near controlled airspace. We are fortunate to have many well informed technical experts who can advocate for us in a way that aims to keep gliding accessible and still safe.

Of course, SAC continues to support our existing programs and grants as mentioned in the latest issue of *Free Flight*. Again, I am grateful to take part in these projects and our sport. Thank you to my Alberta Zone. I look forward to another year serving on the SAC Board.

Cu Nim Gliding Club – Patrick McMahon

The 2024 season may be remembered as a stumble along the growth trajectory we've experienced in recent years as a club – it was full of challenges. Our start was delayed due to lingering winter weather with slow membership registration. Club members prepared Cu Nim to play host to the 2024 Canadian National Soaring Championships, and the club responded very professionally to the opportunity. However, the contest was mired in unsoarable weather conditions and, late in the contest, on 26 May during a grid launch, Kerry Stevenson bailed out from his glider but did not survive the fall.

We fondly reflect on Kerry's character and his years of contributions to build what Cu Nim has become today. A decades-long member, popular instructor, he served as club president in 2018 and 2019. The soaring community gathered at Cu Nim with Kerry's family and many friends shortly after the accident for a celebration of life. Kerry will be remembered as a gentle and supportive member of our broad soaring community, and many other communities where he contributed with genuine care for those around him. He will be missed by all.

As members re-engaged with the club, our training program was once again turning out results – by late October instructional flights represented 49% of all flights flown from our field – we added four new licensed pilots and sent four on their first soloes before the end of the year. Our Object Oriented Training (OOT) program for students enters its fifth year, with great results to showcase. With a wait list rivalling the size of our membership, Membership Director Dan implemented a vetting process of candidates and this has revived a high first year success rate with at least three and potentially five of eight students achieving their first solo before the end of the calendar year. Dan is ready to roll again and will have his next batch of high calibre individuals identified very early into the new year.

Cu Nim will fall short of our flight target for the year, our intro target, and we had fewer pilots participating on OLC or *We-Glide* than target (and even last year's), and Cu Nim finished the 2024 season in fifth of Canadian clubs against our target of third. No performance target was hit.

Cu Nim's members – especially our "youngsters" Daniel, Josh, and Thomas – made the most of their time at Cowley where the club contributed human and glider support for both camps in 2024. Thanks to Cu Nim champion Chris Gough for his work on the summer camp and guidance through the fall camp. Many

pilots, especially the aforementioned youngsters, proved unequivocally that epic flights from Cowley can only be flown if you attend Cowley – and epic flights were had for those who made the scenic trip down Hwy 22 during both camps.

We welcome another private glider at the field with Marc's purchase of a DG-300 from Texas. Additionally, Ben and I added our ASW-20 to the fleet. Cu Nim's cross-country pilots made their marks at home and away; Sasha and I completed our FAI Diamonds this season (two legs for Sasha, one leg for me), and showed well at the SSA Region 8 contest in Ephrata, WA (fourth for Sasha in Sports Class, second for me in Club Class). Our CFI Chris placed fourth at the US Club Class Nationals held in Hobbs, NM. Many great Cu Nim flights took place in the US this season, although these points do not contribute to our OLC club ranking or pilot rankings among Canadian peers. Of Canada's top 50 pilots (OLC-Plus) in 2024, eight are members of Cu Nim, with Chester leading the country.

Cu Nim applied for SAC's Roden Trophy again in 2024. If successful it would be our third consecutive year receiving the trophy which is "awarded annually to the club which has demonstrated during the year the best utilization of its gliding equipment." This is a testament to our commitment to cross-country development which will sustain and support the growth of the club. I hope it remains at least in the periphery of leadership for years to come and we establish this as "Cu Nim's to lose".

We pressed the ASC to spend their remaining *SportConnect* training grant funds, which they did and it supported the entry of our DG1000 in the Canadian Nationals, as well as supporting towpilot training, adding new towpilots Sasha, Chris, and Carey. Welcome aboard!

Chester, almost playing another sport, completed incredible escapades from Black Diamond, including travel by glider that took him to Jasper, Vernon, Fairmont, and other spectacular locales. Notable in the sport we're familiar with (soaring, not enduro racing), Chester completed another monumental soaring flight on 12 April, covering 1735 km (OLC scoring) with legs between Turner Valley, AB and Augusta, MT. Incredible!

Our treasurer had his hands full managing the club's financial performance, rocked by big surprise expenses with our only towplane – first a near catastrophic failure with a magneto followed immediately by the AD on Pawnees late in the season. Damage to our balance sheet was compounded by under-performance in flights, intros, and contest activity. Cu Nim continues to evaluate capital projects beyond the horizon of our current constraints – the fleet and consequently hangar space.

On the bright side, Cu Nim cleared a years-long hurdle to secure an AGLC casino licence. This work was led by past-president Ben Hornett, and propelled to the finish line by now departed member Philippe. In 2024, Cu Nim passed two bylaw revisions to address lingering impediments identified by AGLC before it approved the application in early summer. Cu Nim's first casino allocation is for early 2027. Thanks to all who supported this work, especially Ben and Philippe, the by-law re-

view committee, and members who had to endure two Special Meetings. This work finishes our strategic financial goals which will pay large dividends for decades to come!

CTP Larry Kopstein has done a great job with the towplane portfolio the past number of years, and helped us through this season, once again managing the gymnastics of its "issues". Very special thanks to Larry and Jos for sharing their personal Scout (ICO) for towing at critical times. Simon Youens a long time sustaining member and "everything man" (including reliable and very local aerotow provider) said farewell to Cu Nim as he made his way to Vancouver Island in pursuit of a life at or near the sea. So long, and thank you good sir!

One consequence of our new by-laws and my real conflict of interest with *Take Up Slack* is that I can no longer serve in an elected capacity with the club, so this is my last update representing Cu Nim. I'd like to thank the members for their trust, patience and personal contributions as we've collectively gained momentum and taken on new initiatives launched following the tragic loss of Allan and Adam in 2019. I'd like to thank the Board for their support, collaboration, hard work, and dedication to the member experience and sustainability of the organization, with a special thanks to our VP Carey Cunningham who has been steadfast, effective, and consistent in that position through my entire term as President.

I am overwhelmingly confident that the momentum driven by simple, sustainable programs and strategies will continue next year and serve us for many years to come. I hope that Cu Nim remains fertile soil for new ideas that advance the club toward my stated goal of establishing Cu Nim as the premier soaring site in Canada – safe operations, member experiences, and self-actualizing flying pursuits. Thank you all very much for your support and participation. Fly safely!

Lethbridge Soaring Club – Matthew Line

We started the season by losing members for a variety of reasons. This has a big impact on a small club like ours, but remaining members were dedicated to keeping the club going and flying as much as possible. On the plus side we gained two instructors this year who kept our students progressing. By the end of October we had 64 winch launches (plus a few aerotows at the Cowley camps), adding up about 19.5 hours of flight time. We still plan to fly another day in November.

We did lots of work on the winch, including repairing its antenna to improve radio reception, now loud and clear. We also cleared additional length on runway 21 to maximize usable rope length for winch launches. Finally, the club rolled out a new Daily Inspection checklist for our Grob G103 club ship to ensure a consistent and efficient DI.

A few memorable flights from the season:

- A family member visiting from Ontario enjoyed a flight off the winch, getting a good view of the Livingstone Range and reaching 11,000 feet.
- I soloed on the winch on a nice calm fall day.
- Of course, the Cowley camps. Several members enjoyed the opportunity for aerotow. And it was great to share

the winch at the Fall camp, providing visiting pilots winch launch experience. Remember, we welcome visiting pilots throughout the season – not just at camps – for winch training. We've also flown cross-country and into Cowley wave from winch launches, so it's not just for training! The highest launch off the winch this year was 1700 feet. Reach out if you'd like to come for a visit and try to beat that height!

At the end of the season we received a donated 2-22 from Manitoba. It needs some work to get flying (has a bent airframe), but with four active instructors planned for next year, a second ship in our fleet would certainly help get everyone up in the air more. Finally, we'd like to thank a few people:

- Ray Troppmann and Dale Brown for instructing our students at the Cowley camps.
- Former (and likely future) member Jordan for coming to the field to help on the ground.
- Our neighbour (and published author) Tyler Trafford for helping with wing running.
- Member George Haeh for volunteering to help run the camps, and always working hard to keep the club flying.

Central Alberta Gliding Club 2024 – John Mulder

The season started about as early as we have experienced in many years, with checkouts starting 4 April. We had a slow but steady season flying at least one day every weekend that the weather allowed. Generally, the weather cooperated and much to my surprise, other than a few days of smoke in May, the skies were clear enough to fly, unlike so many previous seasons of thick smoke from the forest fires blanketing the province. Our logbooks indicated we maintained our 10-year average number of flights and hours on the club fleet in 2024. We had a steady showing of introductory flights this season as well.

Some of you may know Tom (TL8) from Condor soaring competitions, where over the previous winter he maintained his flying skills and was ready to solo soon after we started flying. Tom continued to complete his solo requirements and got his licence towards the end of the season.

A returning air cadet from the previous summer also completed his licence this season. He was the third of three we assisted after their gliding scholarship summer camp was affected by poor weather and they were unable to complete their licences there in 2022. The Air Cadet League of Alberta supported these cadets financially to allow them to obtain their glider pilot licences. They were also exposed to soaring at the club and I hope we will see them with us again in the future.

Artem joined us this season and completed his first solo and has continued working towards meeting his licence requirements, so we expect to have another newly-licensed pilot in 2025. Peter, our clubs oldest member at 93, was out almost every weekend helping with the flight line, towing gliders out, and getting some flying in.

Two former club members rejoined the club after a 10-year absence. That is what happens when work gets in the way, but they found themselves able to fly with the club again and we are excited to have them back! We also had an experienced

tow and glider pilot who was active with the air cadets prior to COVID join the club and she has been a wonderful addition. We also had a flight with the PiC at both ends of the rope being female. I hope we can continue the work to make this normal across our sport.

In 2014, we had a section of the hangar collapse, requiring innovative thinking to repair. A tent structure was inserted in the center of the hangar that had collapsed. It was about 10 feet higher than the existing building so a fabric skirt was attached to the front and back to seal it up. It had now been deteriorated by wind and UV to the point that a solution was urgently needed. One of the pilots in the area was standing there looking at the structure and asked why don't we lower it ten feet so more closely matched the roof profile? How do you lower a metal structure with fabric over top that is 60+ ft wide and 40 ft high? Well, like eating an elephant, one small bite at a time. The existing metal structure needed to be cut back to lower the tent structure inside, and when ready, we started lowering each side about 18" at a time. It took several weeks and lots of hands, and we missed summer Cowley as this was our club's priority for the season, but the job was successfully completed, and the hangar is once again sealed. I can't overstate the effort, engineering, and support of the club to complete this project, but once again teamwork made the dream work!

We continue to try to obtain a casino licence. Tom has put an incredible amount of effort into the application process, but our lack of numbers of junior and senior competitors is the current obstacle. The restrictions on our finances have left the 1-26 at the back of the hangar this season, but we hope to find a way to get it flying next year.

Our activities have been posted on social media thanks to our members taking pictures and telling stories of the season on Facebook. We appreciated SAC sharing our posts to provide more visibility to CAGC and our sport in Alberta.

Edmonton Soaring Club – Steve Godreau

Another great season is on the books. ESC 2024 was on mission and successfully advanced towards our stated goals of encouraging badge and XC flying while simultaneously concentrating on adding more qualified pilots to our roster(s). The continued work on our field, fleet and facilities by members is also facilitating these goals. The culture around the club is electric and incredibly supportive, with many new and fresh faces, with a noticeable smattering of both youthful and "less youthful" pilots supporting all kinds of goals.

For the first time in many years, we revived a long-lost tradition. On 1 January, fifteen hearty souls took to the skies over Chipman for the first eight flights of the new year. Over the winter the club was again very involved in Condor races. These regular Sunday flights are attracting pilots from all corners of the community, from numerous countries, and offered a fantastic opportunity to increase your cross-country skills while we waited to get back into the sky.

After our usual ground school in March, we were flying again in early April. Cross-country and badge flying began in ear-

nest soon after operations started. On 23 April, in the early days of spring soaring weather, our newly-minted CFI Mel Paradis led by example as she completed a 300 km task on a chilly day, earning her Silver/Gold duration and Diamond 300 badge legs, and in the process she also set three Canadian female records.

Then in early June, Ray Troppmann decided to scratch his itch for long, one-way soaring flights. On a Friday night there was a *Slack* message trying to muster a crew to do a retrieve on Saturday. Ray then set out and made his amazing 500+ km downwind dash to Swift Current. Another fantastic veteran member setting a great example. As fleet manager, Ray somehow kept all club aircraft serviceable throughout the season.

Our CTP Tyler took full advantage of the ASC Scout PCK and spent the spring in the back seat to train five new towpilots. Though it sounds selfless, he says it was purely to allow him more time for soaring cross-country. Regardless, the new converts relieved pressure on the veteran towpilots and added operational hours and days to our season.

For our continued emphasis on Objective Oriented Training (OOT) by maintaining a stable number of ab-initio students, Amanda Vella did an exceptional job as our student coordinator. We have been successful at encouraging and supporting young soaring pilots. We had ten youth members including three under 16. They were very engaged and consistently came out early, eager to go. One dedicated youth member was able to join the club at the end of August as a new student and pass his flight test by the end of October!

Over 71 flying days at Chipman we had 906 flights in club ships and 53 by private owners. We converted two power pilots and licensed one more former air cadet pilot and we flew over 125 intro flights. We added two Class 3 instructors, upgraded three more, and added several new OOs. There were many record flights, record attempts and badge legs and other personal goals accomplished.

Our investment in our facilities continues as we had the glider hangar roof recoated in the hope of getting another 40 years of use. We also found a 12-foot mower to help reduce the hours our volunteers put in using the smaller Kubota mowers. Making further improvements to field drainage enabled another early season start for 2024. Indoors, we revived our tired flight simulator, and took the OGN hardware and software to the next level thanks to new member Peter Harvey. As there is always work to do, many more to name quietly keep many things operating, not leaking, and comfortable for all of us.

Another significant honorable mention goes to Conrad Lamoureux. Again this season he was consistently the first one at the field, showing the rest of us that we can get started before 10 am! His constant hustle also shows in his logbook, as his 160 glider flights are double that of the next closest member. He also played a huge role in the coordination of 125 intro flights and somehow found time to do his towplane conversion/checkout. Thanks Conrad, you're an inspiration to all members.

As we close the season, ESC has restarted another old tradition with a season ending celebration and awards night. We all look forward to getting together soon to look back on 2024 and forward to 2025.

PRAIRIE ZONE – **Jay Allardyce**

The reports contributed by the clubs in the Prairie Zone portray well our soaring community.

Prince Albert Gliding & Soaring Club – *Keith Andrews*

During the last half of May members of the club did maintenance on the gliders and equipment in anticipation of being able to fly this season.

We started flying on 2 June with check flights. Flying in earnest commenced on 15 June. The club flew on 24 days ending 17 November for a total of 45.5 hrs and 176 flights. The number of flights in club gliders was up 38 from last year and the total hours flown in club gliders was down by 4.5 hrs. There has been a lot of interest shown by a few of the people taking introductory flights this year and have indicated they would likely be joining the club in the spring. The club ended the year with eleven members including three cadets, two of which were licensed this year, one through the club and the other through cadets; the third cadet is a club student. Both licensed cadets were busy increasing their flight time to be able to carry passengers in the cadet operation. The cadet student was progressing quite well this fall and he should be able to go solo next year.

The club planned an intense week of flying 20-29 June but only four days were flyable. We had a pilot join us all the way from the Yukon; he said he had a fantastic time and enjoyed himself immensely. On 6 July the Prince Albert CASARA group hosted a fly-in and BBQ for the Northern Saskatchewan CASARA groups at the Birch Hills Airport and ten of their members took intro flights with us.

The club had no accidents and two incidents which resulted in no damage to the gliders.

Regina Gliding & Soaring Club – *Darrin Bitter*

2024 was a very quiet year at the Regina Gliding and Soaring Club. There was only one self launching glider operational at the club. We had hoped to get more aircraft working before the end of the gliding season but things did not work out. There were about 50 flights during the 2024 gliding season.

Saskatoon Soaring Club – *Ian Barrett*

Our 2024 season started the end of April with our first flights 6 May. The club insured only our Blanik L-23 and L-33 for the season due to the limited number of members and a need for financial prudence. We had sixteen club members this year.

We flew 175 glider flights over 25 days from May through October. This was our first year operating with our new fee structure put in place following the loss of our provincial funding. We were able to break even with the help of the higher fee schedule as well as a \$5,000 draw down of reserve funds held

by the Soaring Association of Saskatchewan (SAS). The SAS had accumulated a reserve fund while provincial funding was in place for just such an eventuality. The plan is to draw down this fund over time while it lasts to help the three provincial clubs cover the loss of annual provincial funding. The executive does not anticipate the need to increase fees at this time.

We operated with one primary instructor with additional instructors available on an irregular basis. We implemented an instructor incentive program whereby instructors earned personal flying credits based on the number of instructor flights they flew. This program had marginal success. We anticipate offering it again for this season.

We had one incident this flying season, a landing gear collapse on our L-23 two-seat trainer. Inspection of the failure indicated wear of a plate associated with the retractable gear lever, likely due to a number of landings over time where the gear was not fully in the down and locked position. As the gear does not fully retract by design, the damage was minimal. The aircraft was inspected and continued flying for the rest of the season with the gear in the down and locked position. Repairs were made over the winter.

Instructors are an ongoing critical resource and we will continue to try to incentivise our instructors to keep them engaged. We hope to continue to slowly build up our membership as instructor capacity allows. We will also be discussing the possibility of further collaboration with the Prince Albert Soaring Club. As the PASC is a winch-based operation, they offer instructional flights at a lower cost than our club can. The SSC is primarily a tow-based operation with a larger fleet. We hope that, between our two clubs, we can offer the best both have to offer, and we can attract and retain additional new members as a result.

Several club members have purchased Condor 3 and VR headsets and find the use of the simulator valuable. We are informally discussing whether the club can use Condor at the club level. Although we were successfully using Condor at the club level in the past, the loss of an acceptable location to run the simulator many years ago meant the club could no longer sustain the availability of the simulator. We would love to hear from other clubs who have found successful ways to use Condor to help train and keep members interested in soaring through the off season. Other successful initiatives clubs have used to attract and hang on to new members would also be helpful for us to hear about. It would be great if SAC could help gather and share those success stories.

Late last summer the club acquired C-FBWT, a Miller Tern. It is a kit built aircraft manufactured in 1976. The aircraft is a single seat, high wing design made from wood and fibreglass. The wingspan is 51 ft and has a theoretical glide ratio of 34:1. The aircraft had been in storage for a number of years but was in excellent shape. We don't anticipate too much effort to bring it back to flying status. We believe it will make an excellent addition to our fleet and will help with the demand for single seat mid-performance aircraft in the club. Saskatchewan pilots are eagerly awaiting the end to this cold winter and the return of the cumulus and warmer days.

Winnipeg Gliding Club – *Mike Maskell*

Our gliding season began on 1 January. Read that again, yes, I wrote 1 January. And this is Manitoba. In the depths of winter. It was a winter that had barely arrived, thanks in part to the El Nino effect. Our glider-port had little to no snow on the runways, the hangar doors were easily slid open and an eager membership showed up to celebrate the beginning of a new year. By the end of the day we had logged 16 flights and even enjoyed time in the clubhouse after flying ceased, warmed by the wood stove, and then popped the top on a couple of bottles of bubbly to toast the first day of 2024.

The season continued with one more flying day in February and with hopes of having a 12-month-long gliding season we anticipated a flying day in March, which did not materialize thanks in part to multiple late-season snow events. We were not long into April when we were once again able to fly. We ended our season 7 December and by the end of the day, with the season completed, had achieved 778 flights with a total of 597 hours of flight time, the most flights accomplished in any year over the last decade. We posted 13,651 kilometres and placed ninth overall in the Canadian OLC standings.

Our glider fleet continues to serve well, with two PW-6s bought new in 2019 and a PW-5. Our towplane fleet consists of a Bellanca Scout and a Piper Pawnee (currently undergoing the inspection for the recently issued AD). Coincidentally, before we knew about the AD, we had planned to recover the wing fabric, so we were fortunate the wings were fully opened up, allowing for a very thorough inspection.

Our CFI Jay Allardyce had students lined up for weekend morning training and I am pleased to say that we achieved two new licensed glider pilots from the mix, had two air cadets join us, both converting easily into our PW-6's and we have prospects for a couple of returning students in 2025.

One of the air cadets was the recipient of the Manitoba Soaring Scholarship, valued at \$1000 and allows for up to 11 flights at the WGC. Ethan Salemi was the winner of the 2024 scholarship and within four dual flights had completed the conversion in the PW-6. He became fully engaged in the club environment and our operation and it is hoped he will return in 2025. Nice to see the youth of today still excited by the sport.

Our promotion of the sport was showcased again by our involvement in the Manitoba Outdoors Show in late February and during the 3-day event, we spoke to many interested attendees. We had our PW-5 hanging from the building rafters and it was an excellent point of focus for many.

We also attended the Manitoba Aviation Council Career Symposium, an event that shines a light on all manner of aviation in Manitoba. About 100 aviation firms attend and while the symposium is open to all, the majority of those attending are youth, seeking out career paths or exposure to aviation.

The Winnipeg Gliding Club celebrated 65 years of continual operation and 40 years of being at our current location near the small town of Starbuck MB. We planned to throw the doors open

in August with our first-ever Fly-In event and were pleased when over 20 private powered aircraft arrived as well as numerous others that drove in to visit. The weather cooperated and our offer of a \$10 BBQ burger lunch was very well received, in fact we had to run out to the local grocer to purchase extra burgers. We are considering holding this event as a regular promotional feature, perhaps every two years.

We also celebrated the longest day of the year, or close enough to it on 22 June, with our second annual longest flying day of the year. The first flight was launched a just few minutes to 0500 and flights continued through the day with the last flight landing minutes prior to the end of legal daytime. The day was broken up with one of several potluck dinners at the clubhouse.

Our membership stayed stable overall with around 35 active licenced pilots and several students on the roster. We are active in the recruiting of new members and have adopted a vetting process to find prospective students who are likely to remain as long-term members. In 2025 we will see a transition from our old paper flight sheets to *Take Up Slack* and a transition from our long-serving Treasurer Glen Buhr to another member stepping in to take over the duties. Glen was recently highlighted on Global News as he celebrated his 91st birthday and his 57th year of involvement in the club. All members thank you for your dedicated service.

SOUTHERN ONTARIO ZONE – Stan Martin

Overall, the state of clubs in southern Ontario is positive. Some clubs have imposed membership limits due to demand. With the need to maintain a positive experience for existing members and balancing this with available equipment, some limits have been reached. The efforts of clubs in the past years to increase awareness through focused programs has paid off.

One program of note has been developed at Toronto Metropolitan University. Known as the University Soaring Society or USS, it is a program established by Charles Peterson focused on engineering students. USS provides winter training on simulators as well as an introduction to Toronto Soaring. The aim is to improve skills early and reduce time developing basic competence as students arrive at the field for the first time. The program has been very popular and word is spreading. Students compete for the limited seats and are eager participants in every available time slot. Instructors connect to the sessions remotely making involvement easy. Instructors report good results and a positive teaching experience. Charles hopes to develop this program as a solid model that other regions can build on.

York Soaring, Great Lakes, and SOSA have developed strong outreach programs through social media. They are very polished and effective. York has chosen to enhance their campaign by adding community events with fly-ins and demonstration events open to the public. These events are well supported by the members and are growing in popularity year by year. This helps greatly with relations with the community and something that is looked forward to.

Toronto Soaring has a new hangar. Building projects continue at Great Lakes and the renovated runways at York Soaring are working well.

Air traffic in Southern Ontario has been a concern and a challenge in recent years. There is a growing understanding among all clubs that there is a need to be aware of the issues and provide guidance to members. Most clubs fully realize the need for FLARM, if not transponders as well, and have implemented a plan.

The weather over the last season was mixed with many rain days. This saved us from the smoke of recent years but reduced the good cross-country days considerably. On the other hand it made for many good training days for all those new students.

Great Lakes Gliding Club – Amir Awadalla

Preparations for the 2024 season started in early May with work on our Piper Pawnee's engine. Also, our runway was flooded due to its low elevation relative to the local terrain. This put us in a bit of a difficult situation and whilst the towplane was being worked on and the runway was drying up, the kind people at the Toronto Soaring Club welcomed us to start our operations on their field. For that we are very grateful and would like to thank TSC for their accommodation.

By the end of May, we were back at our field and operations began as they usually would. Notable achievements were two students who got to solo once again after not flying sailplanes for a few years, and one new licensed sailplane pilot.

As always, we had our regular BBQ's and parties that characterize our club. On one occasion, we sent out four single-seaters and had three outlandings. We also busied ourselves with the restoration of the wooden trailer for our Ka-6CR C-GNHJ. The end result looked excellent and we expect it to last us a lifetime.

GLGC submitted five youth bursaries, showing growing interest amongst the younger demographic in the sport. We ended the season in late October.

London Soaring Society – Jeff Robinson

The 2024 season's preparations began well before the warm weather returned to dry out the airfield. London Soaring made significant changes to the management of our maintenance program for the various club aircraft during the previous season. This season we reassigned our maintenance to a different operation in Lucan which resulted in a better relationship between the club and those maintaining our assets. This change improved communication, trust, and attention to details for the maintenance of our gliders and towplane. Our members also contributed significant hours to the overall maintenance of gliders including polishing, waxing, relocating and more.

While the club was fully prepared for a productive start to the flying season, the weather unfortunately produced significant precipitation across southern Ontario. Previous projects to improve airfield drainage have mitigated some of the effect of heavy rainfall. However, we continue to have limitations based upon the topography of our airstrip which is located in

the middle of a farming operation without widespread tilling. July brought a return to more consistent flying weather as our licensed members and students racked up hours in the sky. The continuing good weather extended our flying operations well into the fall season which produced a new solo pilot, a new licensed pilot, and a return to our spot landing contest.

Our reach into the local community extends well beyond the occasional landout in a farm field. The TVDSB Aviation Program now visits the airfield twice per year with about 40 students per visit. Our relationship with ITPS continues with student test pilots flying our training glider throughout the season. The club visit to ITPS is a season highlight as our members try their hand on the advanced flight simulators. London Soaring was present at the *Girls in Aviation Day* at YXU and supported a local charity golf tournament in June. Our most significant public exposure occurred in September when we rigged a glider between two massive USAF transport aircraft at *Airshow London – Skydrive* for three days. This airshow attracts over 50,000 people each year. Many of our members volunteered their time to speak with airshow guests and introduce them to the soaring community.

London Soaring has been located near the small community of Embro for over 50 years having originally relocated from Lambeth, southwest of London. We are presented with the challenge of relocating again by end of 2025 or early 2026 as the Mackay family has expressed interest in selling the farm property we are on. The club has already taken steps to secure a new location and that process continues this season.

Many of our guests provide feedback on their visit to our club. They often remark on our ability to provide a unique, very personal experience which well exceeds their expectations. This feeling of personal interactions continues in everything we do as a club from the flight line to the post-flight BBQ. I'm eagerly anticipating another season and sharing those experiences with a great group of friends and family. Looking forward to 2025.

SOSA Gliding Club – Joerg Stieber

Unfortunately, wet weather which lasted into late July hindered our operations for the first three months of the season. In early August the weather changed, and dry conditions prevailed to the end of the season. This allowed us to catch up on the number of flights and training opportunities we had lost earlier in the season. Due to great fall weather we were able to operate until mid-November. We ended the season on a high with 47 winch launches on 16 November and 12 aerotow training flights on 17 November.

In June we took delivery of a new DG 1001 with 20m wing extensions which was well accepted by the membership as a basic trainer, aerobatics trainer and cross-country trainer. In July we held a Bronze Badge course and a cross-country clinic. A student acceleration week during the last week of August was well attended by students and instructors. We were able to fly five days with all students making significant progress.

SOSA was again Canada's most successful cross-country soaring club, winning the OLC+ category with a total distance of 78,877 km and the OLC Speed category with 20,809 points.

Despite the slow start, SOSA did quite well this year with 159 flying members which is a new 10-year high. We added 41 new members, 20 of whom are Juniors. There are 77 prospective members on the wait list. The strong membership numbers and well over 3000 flights translated into a healthy financial situation which will enable us to continue keeping our fleet and facilities up-to-date. We expect delivery of a new ASK 21B in March to replace our oldest ASK 21.

Flight statistics

Total flights:	3266	Dual training flights:	1877
Winch flights:	304	Introductory flights:	203

Flight Training and Safety summary:

11 First Solos, 4 Flight Tests, 4 New Licences, 1 Instructor Rating
We implemented a mentor-based cross-country training and coaching program to guide cross-country novices up to Gold level.

Between the end of February to the end of April we will again host a series of Hangar Talks which all pilots of SAC clubs in Canada are welcome to attend. Details will be posted on the new SAC Forum and the SOSA website, www.sosaglidingclub.com. In April and early May 2025, SOSA 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 & Landing.

Toronto Soaring – Dave Bluhm

The year 2024 started with a mid-winter pub gathering to acknowledge the TSC's achievements in the previous year, and to provide the membership with a plan for the upcoming year and beyond. That plan did not anticipate a robbery of all fuel from three tanks along with pumps and meters! The insurance company was successfully able to find an exclusion in order to avoid paying any compensation.

Things got much better. TSC had been planning on investing in new infrastructure for many years. At our AGM, a motion was tabled for a committee to research and prepare a proposal for a new hangar. At a special meeting assembled during the summer, the committee was given approval to proceed with building a new hangar (under strictly set preconditions). Before 2024 came to a close, a new 70'x100' conventional hangar was constructed and filled with the aircraft assets that call TSC home.

Training at TSC was once limited to, at most, a couple of students per year. Now, along with our continued association with Youth Flight Canada (YFC), training flights make up a large number of the launches. Members still have the opportunity (in fact are encouraged) to leave the nest and perform cross-country flying, when the conditions allow.

Thanks to the tireless efforts of both students and instructors in 2024, TSC had eight students go solo with two completing their glider licence, achieving eight A badges, six B badges, and we saw the Cole brothers claim altitude legs from Cowley adventure with Bill earning a Gold and Dave earning a Diamond. Congrats! A special shout-out to Stan Maj who flew a dual 1000 km in Namibia.

Our membership numbers have almost tripled in the last five years. TSC was advised to add more directors to help shoulder the workload (thanks, Jean Prichard), and our board now calls on these members for invaluable and much needed assistance.

As if being robbed of fuel was not bad enough in 2024, our winch also had its radiator cut off, presumably for the copper scrape metal value. A former president of the club (Dave Ellis) was tasked with evaluating the future feasibility of winch operations at the club and reporting back to the board. TSC is happy to report that the last two flight sheets for 2024 were all winch launched. Being able to launch via winch is a skill set the club believes glider pilots should be capable of.

TSC had come a long way from being known just as the "Cole family flying club"! The future plan is provide more cross-country training while continuing to train students and provide a facility any experienced glider pilot can call their club.

York Soaring – Dave Bax

The 2024 season ended with a small decline in active memberships due to handful of flying members having medical issues but with a corresponding increase in social memberships. However, the number of flights from York Soaring remained over 1550. The active club fleet remains at six active 2-seat and four single seat gliders, with three towplanes. The two Pawnee towplanes have been significantly refurbished and brought up to excellent condition during the current off season.

Finances remain in good order but cash reserves were reduced by towplane maintenance.

One significant flying incident 2024, a rear canopy opened in flight and needing replacement, no injuries, landed safely.

During 2024 York Soaring provided various opportunities for glider familiarization and training, to the local community, aviation community and again to international students. Hong Kong students were again hosted and all received their Canadian licences. Additionally, two previous students from Hong Kong returned to successfully work through their Bronze Badge programs. Several neighbors were introduced to gliding with complimentary flights. Further, we repeated our Antique flying open day. This year we were not rained out completely, several discounted glider flights were flown for the local community, a handful of power planes enthusiasts flew in including one aircraft from the Great War Flying Museum. Many attendees were full of interest with questions about gliding, all answered by our enthusiastic membership. We will repeat the event in the form of a straightforward open day, 21 June 2025, again with the support of Wellington North Township.

Our power pilot to glider pilot program has continued to produce results, with two new member power pilots signing up each year and becoming useful and much appreciated members of the club. 2024 saw the reactivation of York Soaring Aerobatic courses. In recent years our aerobatic instructor cadre reduced from four to one (two retired from active flying and one left us). Two keen members are significantly on their way to becoming aerobatic instructors.

Over the off-season, our DG500 is again based in Florida for the use of club members and their guests.

York Soaring Association will most likely offer glider instructor training this year, starting with an off season *Zoom* course, potentially open to members of other clubs. If of interest inquire at ysa.officemanager@gmail.com.

We look forward to seeing members of other clubs fly in to York Soaring during 2025, we operate seven days a week during most of the season, weather permitting; with a retrieve towplane available at normal club rates to help you home.

EASTERN ONTARIO ZONE – George Domaradzki

The Eastern Ontario Zone club membership held steady at 186 members. This is a slight decrease from 195 the previous year. The most positive news is that Bonnechere Soaring Club saw its first increase over 10 years, from 5 to 10 members. This in part is due to RVSS members going over there to set up training activities. Let's hope that Bonnechere will keep up the gliding interest in the Upper Ottawa Valley region.

The Gatineau Gliding club held its Mayfly contest and attracted participants from the various clubs, including MSC and RVSS from the Eastern Ontario Zone. The weather turned out better than average. Unfortunately, we had to cancel the annual Lake Placid Wave Camp for the first time in 30 years because none of the participating clubs (GGC, MSC and RVSS) were able to provide a towplane due to the grounding of Piper Pawnees.

Bonnechere Soaring Club 2024 – David Beeching

The gliding season for 2024 turned out to be a year of change for Bonnechere Soaring. The club increased its membership from four members to fifteen. We added three new members and one new student. 2025 has the potential for three prospective students and two new instructors.

With the new demand for training flights, we are looking seriously at acquiring another trainer to add to our existing 2-22 fleet. The towplane will be getting a workout as we have four qualified tug pilots.

Gatineau Gliding Club – Roger Hildesheim

2024 was a very active year at GGC. Many newly licensed pilots spread their wings to fly our more advanced aircraft in our fleet and sharpen their cross-country skills. Much of this relatively seamless skills growth has been due to the weekly Tuesday Night Condor tasks hosted by GGC over the winter. 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.

Significant effort was also expended by volunteers to help smooth the grass surface of our north-south runway with spreading multiple dump truck loads of sand down the middle of its entire length. This work has paid off with the sand washing into the low spots of the grass surface and dramatically smoothing the surface.

Winter access and the increase in associated activity (thanks to a dedicated road cleaning/blowing crew) has allowed GGC to perform routine maintenance work on the fleet throughout the winter. The wood stove in the clubhouse works wonders for taking the chill out of the coldest winter days.

We were fortunate to have only minor maintenance issues again until the dreaded Pawnee spar AD (with its associated vague and confusing inspection criteria) grounding our Pawnee in August. Although our existing main spars seemed to be in good condition, we decided to advance our planned recovering of the wings and fuselage by five years and replace the main spars in the wings. Much of the hands-on work has been performed by a small dedicated team of volunteers under the close supervision of our club AME. We are currently on track to have our Pawnee back in service in Q2 2025.

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 with four full contest days. We also conducted an early season “virtual” Mayfly contest online using the Condor soaring simulator. Unfortunately, the 2024 Lake Placid Wave camp had to be cancelled by the grounding of the Pawnee.

The core flying season ended in November with winter storage hangar packing. Let’s all stay safe and hope that 2025 continues to be another year of growth for flight operations.

Montreal Soaring Club – Kurt Sermeus

The year 2024 was a challenging one for MSC, with flying activity at its lowest level in recent memory – aside from the 2020-2021 pandemic period. While membership remained stable, unfavorable weather conditions for the second consecutive year significantly affected flight operations. This was reflected in a 20% decline in OLC kilometres flown compared to typical years. Despite these challenges, MSC celebrated notable achievements, including the qualification of a new flight instructor, the awarding of an FAI Silver badge, and three pilots successfully completing their first 5-hour duration flights. On the financial front, while flight activity was lower than usual, favorable expense factors contributed to a strong financial outcome, making 2024 a notably positive year from a fiscal perspective.

A key development was the complete transition to an electronic system for handling introductory flights and gift certificates, resulting in significant time savings. With the exception of pilot training records, nearly all administrative and operational processes, including snag management, are now managed digitally, streamlining operations.

On the safety front, MSC continues to enhance its proactive safety management system. This includes an annual review of the safety hazard list, which serves as the basis for identifying and implementing safety-driven actions for the upcoming flying season.



L’année 2024 a été une année difficile pour le CVVM, avec une activité de vol à son niveau le plus bas depuis longtemps – hormis la période de pandémie de 2020-2021. Bien que le nombre de membres soit resté stable, des conditions météorologiques défavorables pour la deuxième année consécutive ont eu un impact significatif sur les opérations de vol. Cela s’est traduit par une baisse de 20 % du total des kilomètres OLC parcourus par rapport aux années typiques. Malgré ces défis, le CVVM a célébré plusieurs réussites notables, notamment la qualification d’une nouvelle instructrice de vol, l’attribution d’un insigne FAI Argent et la réussite de trois pilotes à leur premier vol de durée de 5 heures. Sur le plan financier, bien que l’activité aérienne ait été réduite, des facteurs favorables concernant les dépenses ont permis d’obtenir un résultat financier solide, faisant de 2024 une année particulièrement positive d’un point de vue économique.

Un développement majeur en 2024 a été la transition complète vers un système électronique pour la gestion des vols d’initiation et des bons cadeaux, entraînant des gains de temps considérables. À l’exception des dossiers de formation des pilotes, presque toutes les tâches administratives et opérationnelles, y compris la gestion des anomalies, sont désormais entièrement numérisées, ce qui a permis d’optimiser les opérations.

Sur le plan de la sécurité, le CVVM continue d’améliorer son système de gestion proactive de la sécurité. Cela comprend une révision annuelle de la liste des risques, servant de base à l’identification et à la mise en œuvre des actions préventives pour la prochaine saison de vol.

Rideau Valley Soaring – George Domaradzki

Rideau Valley Soaring had 62 members in 2024. This ties with the number of members in 2023, which is the highest we’ve had in over 30 years. Yet, we have had the fewest numbers of flights in over ten years. There were 760 glider tows in 2024. This is down from 907 in 2024 and 1026 in 2022. Why the lower number? Though we had a late start to the season because of the wet runway conditions, we ended up with almost as many days of operations. We also had the same number of instruction flights. However, there was significant decrease in licensed pilot flights in both club glider and private gliders. This is most likely because there were fewer good soaring days than normal. Another fact was the cancellation of Lake Placid Wave Camp because of the grounding of Pawnee towplanes.

Our club’s financial resources have been decreasing. We have made major expenses in the last three years. Towplane and glider maintenance costs have increased significantly. In the last three years we have had the engines of both our towplanes overhauled and this year we were burdened with the unexpected cost of Pawnee spar replacement. We have also replaced several of our glider instruments. Fortunately, we have always kept money aside for unexpected expenses; let’s hope that we will be able to rebuild our savings so that we can continue reinvesting in club equipment.

On the good news side, there were no accidents during our flying operations. However, we did have some damage to the tail fin of our 2-33 during transport.

EAST ZONE 2024 – Sylvain Bourque

2024 ne fut pas la meilleure saison du côté météo pour la région de l'est du Canada (QC), pire que 2023. Ceux qui pouvaient se rendre disponibles quand les rares journées vélivolables étaient au rendez-vous, ont pu faire quelques beaux vols. Le CVVQ a terminé au quatrième rang sur OLC pour l'est du Canada (ON+QC) en 2024 avec 26 016 points (3ième en 2023 avec 32 666 pts) et l'AVVC au cinquième rang avec 21 529 pts (4ième en 2023 avec 25 095 pts). Le 7 mai 2024 Richard Noel a fait une vol de 565 km dans son Ventus cM 17,6m. Le 11 et le 26 mai Gabriel Duford a fait 511 km dans son ASG-29E 18 m. 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. Pour les vols de plus de 400 km qui méritent mention : Gabriel Duford a aussi fait un vol de 495 km, un de 480, de 464 et de 415 km. Gustavo Tanoni 435 km dans son DG808s/18m. Alain Thirion a fait un vol de 416 km. François Proulx du CVVQ a fait 403 km. Espérons que les conditions en 2025 seront meilleures que les deux dernières années!



2024 was not the best season in terms of weather for our region of Eastern Canada (QC), worse than 2023. For those who were able to make themselves available when the few days of soaring were there, we were able to make some nice flights. CVVQ finished fourth in 2024 in OLC for Eastern Canada (ON+QC) with 26,016 points (third with 32,666 in 2023) and AVVC was fourth with 21,529 points (fourth with 25,095 in 2023). On 7 May, Richard Noël flew 565 km in his Ventus cM 17.6m. On 11 May and on 26 May, Gabriel Duford did 511 km in his ASG-29E 18 m. No flight of more than 500 km was made in our region in 2023, compared with only one flight of more than 500 km in 2022 and 16 flights in 2021. A few flights of more than 400 km deserve mention: Gabriel Duford flew a 495 km flight, and ones of 480 km, 464 km, and 415 km. Gustavo Tanoni flew 435 km in his DG808s/18m. Alain Thirion did 416 km. François Proulx of CVVQ did 403 km. Let's hope that the conditions in 2025 will be better than the last two years!

AVV Champlain – Mathieu Côté

For Champlain, 2024 was a year of steady progress – not exceptional, but certainly not disappointing. Despite below average soaring conditions in our region of Quebec and fewer cross-country kilometres flown by our pilots, we matched our 2023 performance with a total of 1150 flights. Instruction, introductory flights, and aerobatics accounted for the majority of our activity.

While we had fewer new students this year, we more than made up for it in achievements: several students completed their first solo flights, and a few even earned their licences. Aerobatics has become a key strength for Champlain, with the number of aerobatic pilots certified to carry passengers doubling last year.

Membership retention and growth remain a priority. The days of wait lists and voluntarily limiting membership are behind us – an issue many clubs have also faced. In 2024, we increased our marketing efforts, especially on social media, to attract and retain new members through introductory flights. While

our membership is generally young – a promising sign for the future – it does come with challenges, as younger members often have less disposable income and time compared to older ones.

Over the past few years, we've tackled several major projects, including:

- Converting a third Cessna 150/150 for our towplane fleet.
- Acquiring and importing a Junior glider.
- Completing major repairs on a ASK21, along with a 3,000-hour inspection on another.
- Significant improvements to our buildings and aerodrome.

In 2024, much of our focus was on completing these initiatives and beginning to repay the loans associated with them. Thanks to the hard work and dedication of our volunteers, our fleet and airfield are in the best condition they've ever been – something we can all be proud of.

2024 also marked the sunset of Gabriel Duford's remarkable 25-year tenure as Chief Flight Instructor. As his final year in the role, Gabriel's continued contributions were invaluable to the success of our training program. Over the years, he has trained more than 20 instructors and countless pilots, leaving an enduring legacy in our club and the sport of soaring.

Looking ahead, we are excited to celebrate Champlain's 60th anniversary in 2025 – a remarkable milestone for our small but passionate community of soaring pilots. Thank you to everyone who made 2024 a success. Let's keep soaring higher!

CVV Québec – Richard Noël

Une saison 2024 mémorable, Le CVVQ a connu une saison parfaite, après plusieurs années de pauvre météo et quelques accidents sur notre flotte. Début dès la mi-avril, des vols de plus de 500 km ont été réalisés, ce qui s'était fait rare depuis plusieurs années. Normalement nos opérations débutent fin avril/début mai. Cette année nous avons pu voler dès la mi-avril.

Le membership est passé à 61 membres, 10 de plus que l'an passé. De plus, la qualité de nos membres était au rendez-vous. Il y a eu 1268 vols dont 478 d'instruction, fournis par les 21 instructeurs que nous avons dont un qui a fait près de 100 vols d'instructions à lui seul. 202 vols ont été réalisés par des planeurs privés entre 16 membres différents sur 10 planeurs différents.

Nous avons opéré avec nos deux avions, un Scout et un Pawnee. Le scout a effectué 695 vols tandis que le Pawnee 564. Neuf vols ont été réalisés par un moto planeur. Les conditions nous ont permis de faire 19 vols de plus de 5 heures, dont 2 de plus de 7 heures. La répartition de nos vols par mois est assez constante ce qui permet de bien desservir les élèves. La rétention va de mieux en mieux avec nos membres.

L'ajout d'un deuxième Puchaz a été une très bonne décision. Plus facile pour les élèves de passer d'un planeur à l'autre. Puis par la suite à un Perkoz, l'adaptation est très facile et non déroutante. Après quelques années sans camp d'onde, nous avons enfin opéré

à Baie St Paul qui a connu un franc succès auprès de nos membres. 250 vols ont été fait dont plusieurs dans l'onde à des altitudes de 23 000 pieds. Nous avons eu la chance d'avoir des conditions d'onde à plusieurs reprises et ce durant les weekends. Un de nos membres a obtenu un diamant d'altitude en octobre. OLC est de plus en plus populaire, 26 019 km ont été faits en 265 vols par 23 de nos pilotes. Un diamant de distance a aussi été réalisé au mois de mai.

Le club est en très bonne situation financière avec une bonne flotte qui répond bien à nos besoins.

L'ambiance était au rendez-vous avec plusieurs partys tout au long de la saison qui ont resserré les liens entre nos membres. L'histoire devrait se répéter l'an prochain. L'été 2025 promet et nous serons prêt à enrouler les premiers thermiques de la saison !



Following several years of poor weather conditions and a few fleet accidents, the CVVQ enjoyed a perfect season in 2024. As early as mid-April, flights of more than 500 km were made, a rare occurrence in recent years. Our operations normally begin in late April or early May, so this year we were able to start flying a few weeks earlier than usual.

Membership rose to 61 members, 10 more than last year. What's more, the quality of our members is indisputable. There were 1268 flights, including 478 training flights provided by our 21 instructors, with one instructor alone doing nearly 100 training flights. A total of 202 flights were carried out on private gliders by 16 different members aboard 10 different gliders.

We operated using two towplanes, a Scout and a Pawnee. The Scout made 695 flights while the Pawnee did 564. Nine flights were carried out by a motor glider. The favourable conditions allowed us to make 19 flights lasting over 5 hours, including two which lasted more than 7 hours. The distribution of flights over our operating months was fairly constant, which allowed us to serve our students well. Our retention of members is also steadily improving.

The addition of a second Puchaz proved to be a very good decision. It made it easier for students to switch from one glider to the next. When they eventually change over to a Perkoz, they are able to adapt very easily and it is not as disconcerting for them.

After a few years without a wave camp, we were finally able to operate in Baie-Saint-Paul, which was an immense success with all our members. 250 flights were made, including a number of wave flights at altitudes of 23,000 feet. We were fortunate to have wave soaring conditions on numerous occasions, which also happened to fall on weekends. One of our members even earned a Diamond Altitude in October. OLC is becoming increasingly popular. A total of 26,019 km was travelled during 265 flights by 23 of our pilots. A Diamond Distance badge was also obtained in May.

The club is in a sound financial position with a good fleet that meets all our needs.

There was a great atmosphere and the string of parties held throughout the season helped strengthen the bonds between our members. We expect history to repeat itself next year. Summer 2025 looks very promising and we'll be ready and eager to soar our first thermals of the season!

CVV Saguenay – Pascal Mourges

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 one of our pilots 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 2025 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, 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 2024 ont été encore une fois très limitées. Nous avons finalement pu réaliser quelques vols (5) avec notre ASG32 MI après un début de saison à régler des problèmes d'instrumentation et d'électronique. La saison 2025 devrait être meilleure. Nous n'avons pas eu de nouveau membre cette année. Voilà, salutations.



Bromont ACE activity was been very limited again in 2024. No new members. We have finally put some flights (5) on our ASG32 MI after spending the beginning of the season solving instrument and electronic issues. We should have a better season in 2025. Best regards.



Red-tailed Hawk

Mark Ricci

2024 report from the Alberta Soaring Council

Jason Acker, president

WITH THE 2024 GLIDING SEASON wrapping up, we are all now focused on getting our facilities prepared for the winter, boxing up all of the gliders and moving the equipment into storage. Many of the clubs will have hosted their final social event for the season where we have come together to recognize significant soaring accomplishments and honor those who give so much to support their clubs.

While soaring remains a niche sport in Alberta with only 158 active or social club members registered with ASC at the end of 2024 (slightly down from 2023), we have taken significant steps to ensure the long-term stability of our community. ASC financials have been significantly stabilized due to our success in managing an AGLC casino licence. Our casino in Edmonton in June brought in \$79,588.93 which will support ESC youth and senior programming and club operations. Our clubs are reporting a significant interest in the sport by youth members, and they have been able to move quickly through their OOT programs to licence in 2024. Our support for club, provincial and national contests in Alberta, and our investment into developing Cowley as a soaring site will continue to attract individuals to Alberta. We look forward to continuing to work with clubs that will help the sport grow.

For the second year now, ASC ran a multi-pronged Youth Development Program (YDP) which focused on four areas: affordability, instructor / coach development, equipment availability and facilities. We had nine applications to the program and provided eight of these youth pilots with up to \$750 to support their SAC membership fees, tow fees and glider rental costs. Congratulations to our 2024 YDP pilots. Collectively, these eight pilots flew more than 167 hours in 2024 as they completed their licence training and/or developed their XC and advanced soaring skills.

With funding provided through our AGLC casino licence we have been able to support this youth program and once again provide additional subsidies to our member clubs to support insurance costs for two-seat gliders, instructor qualifications, and a portion of the operating costs for our Cowley camps. If you are a youth member, consider applying next year (deadline for the 2025 program will be 1 May).

The 2024 Summer ASC Cowley camp saw 28 registered pilots complete 99 flights (210:16 h) and Fall Cowley had 27 pilots complete 87 flights (185:09 h). Thank you to CAGC for providing NJK to help backstop PCK with the towing for Fall Cowley; the global challenge with the Pawnees was an unexpected mini-crisis that clubs had to manage.

ASC has re-signed a new 10-year licence agreement with the Government of Alberta for the use of the Cowley air-strip. In the renegotiation, we were able to add language making it contractually clearer that ASC has the right to rent out the unused agricultural portion of the land. While we have had an informal arrangement with a local farmer for many decades, this clarity now permits ASC to go to the local market to secure a much more competitive rental agreement which we anticipate will bring in new revenue in 2025 and future years.

This is the best place to note the passing of Dick Mamini this October, aged 89. His major contribution to Cowley's existence is well documented in *Stalking the Mountain Wave*. Dick was a great cross-country pilot and the epitome of being "a man's man" as described by old Cu Nim members – we are all reduced by having one less adventurous character like him around to inspire us.

This summer, Cu Nim hosted the 2024 National Soaring Championships and attracted pilots from across Canada. With 27 aircraft registered in the two classes, and an outstanding organizing team and volunteers, it had the potential to be another successful Alberta contest. However, the event suffered from poor flying conditions, the second year in a row we have had unseasonably smoky or wet weather hamper our contests. And tragically, we all know that this year's contest came to an abrupt end with the tragic death of our friend, club member, and fellow competitor Kerry Stevenson. A tribute to Kerry's contributions to our sport and his legacy at Cu Nim and gliding in Alberta can be found in the 2024 issue of *ASCent*.

As we reflect on 2024 we are reminded of the fun, excitement, challenge and joy that this sport brings each and every one of us. However, we are also reminded of the increased risk that we take on when we strap into the cockpit. Looking forward to 2025, I would like to challenge all of us to consider what steps we can take to help further our personal and collective commitments to making this sport safer. Over the winter, take the time to develop your skills and knowledge in whatever way you can. Spend time on the simulator competing with others, update your technical knowledge by reading (I recommend *Advanced Soaring Made Easy* or *Gliding: The Basics*), binge *The Thermal Podcast*, participate in the club ground school or instructor development courses, or volunteer to help out the club maintenance team to learn more about our gliders and towplanes. Winter is a great time to prepare for the spring soaring season ... how will you use the time to make things safer at your club?

TREASURER'S REPORT on 2024 Financial Activities

Jay Allardyce

SAC's EXPENSES are the highest they have been in nearly a decade and that's a very good thing. This means that more programs are being funded, and more clubs are taking advantage of existing programs. In 2024 we had Canadians participating in the World Championships for the first time in many years. SAC provides funding to support teams attending World Championships so that represented a large expense for the year. The SAC Safety Improvement and Instructor Development Grant continues to be a popular program amongst clubs, providing funding to support safety related purchases and instructor development by clubs. This program has been a large expense on the expense side for many years. It's good to see clubs taking advantage of this funding. The Youth Bursary program is well utilized and this year saw the highest expense for the program since it began many years ago.

SAC continues to be in a healthy financial position. SAC's investments had a balance of \$1,615,239 on 31 December, 2024, a nice increase over 2023's year-end balance and this was after drawing \$75,000 from the investment account to fund the difference between the revenue received (membership fees and other miscellaneous revenue) and actual expenses. SAC has drawn \$270,000 from the investments since 2016 to support SAC's programs.

Looking forward to 2025, most of the expenses are expected to be status quo from prior years. The budget reflects very similar expense amounts to the last few years. Revenue is expected to be similar to the last few years as well. Membership fees will remain the same as last year. I can't recall when we switched to the current fee structure, but the SAC membership fees have been static for many years. Considering the inflationary environment we're in, it's nice to see that SAC has been able to keep fees the same throughout all these years while continuing to fund more and more programs. This is a direct result of SAC's investments which provide supplemental funding over and above the membership fees that SAC receives. 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.

2025 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
7	Unrestricted funds draw	49,700
		\$157,700

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	12,000
6	FAI/Aero Club of Canada	5,500
7	Directors & Officers insurance	2,000
8	Free Flight	5,000
9	Board meetings	10,000
11	Flight Training & Safety	15,000
12	Sporting committee	2,000
13	Youth Bursary program	15,000
14	Club marketing program	6,000
15	Contest hosting grants	9,000
16	OLC contribution	1,000
17	Professional fees	6,000
18	Bank fees	400
		\$157,700



SAC 2024 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2024

	2024	2023
REVENUE		
Membership fees	60,160	62,480
Sales and Services	3,455	6,432
FTSC support from Insurer	10,000	10,000
Youth Bursary & Air Cadet	10,958	3,827
Wolf Mix	7,900	0
World Contest Fund	2,100	0
Pioneer Fund Donations	600	200
Total	\$97,173	\$82,939
EXPENSES		
World Contest Fund	10,000	0
World Team Support	7,500	0
Management fees	26,400	26,400
Professional fees	5,800	5,600
Bursaries	20,958	13,827
Membership & subscriptions	5,418	5,182
Safety improvement program	25,164	35,375
Postage	402	562
Cost of sales	1,481	3,025
Office expenses	3,057	2,704
Meeting & travel	12,321	10,031
Flight training and safety committee	8,885	1,636
Flight simulator funding	598	0
Directors and Officers insurance	1,718	2,399
Bad debt	0	648
Contest hosting grant	5,000	9,000
Sporting committee	2,024	2,907
Bank / credit card charges	396	346
Club marketing & publicity support	6,530	5,042
Website	10,579	6,916
Non-refundable HST/GST	<u>1,194</u>	<u>1,238</u>
Total	\$155,425	\$132,838
Operating		
REVENUE over EXPENSE	(58,252)	(49,899)
Gain on investment income	159,002	13,112
Total REVENUE over EXPENSE	\$100,750	(36,787)

Balance sheet – as at December 31, 2024

ASSETS	2024	2023
Current assets		
Cash	17,737	12,944
Short term investments	42,373	35,019
Accounts receivable	100	10,100
HST receivable	13,682	11,146
Prepaid expenses	3,409	4,586
Inventory	<u>4,952</u>	<u>6,433</u>
	82,253	80,228
Long term investments	1,578,096	1,474,256
Total Assets	\$1,660,349	1,554,484
LIABILITIES		
Accts payable & accrued liabilities	8,612	9,730
Deferred contributions:		
World contest	283	2,127
Air Cadet/Youth Bursary	62,313	65,394
Wolf Mix	<u>169,372</u>	<u>158,214</u>
	231,968	225,735
Total Liabilities	\$240,580	\$235,465
Net assets in funds		
Pioneer fund	1,034,915	948,328
Unrestricted assets	<u>384,854</u>	<u>370,691</u>
total	\$1,419,769	\$1,319,019
Total Liabilities & Net Assets	\$1,660,349	\$1,554,484

The complete audited 2024 financial statement is available on the SAC web site under “Docs”

COMMITTEE REPORTS

AIRSPACE – Scott McMaster

With one exception it has been a relatively quiet year for airspace.

In the East we had a couple of routine consultations with Nav Canada: the annual Toronto area operational meeting and later, the first meeting of an Aeronautical Study regarding the future of Nav Canada's prime radar systems. Neither of these had any information or news of note to the soaring community.

In the west Tyler claimed a win, after the 5.1 NOTAM he got going (it allows only gliding within V300 Class B below Cowley CYA201) was used quite extensively this season. This access allowed wave flights up to 18,000 along a route that stretched several 100 kms.

The exception mentioned at the beginning of the report was in the center of the country where the Winnipeg Gliding Club is having a battle with the local Area Control Center (ACC) after the termination of easy access to airspace they have been using for years. The airspace in question represents a large part of WGC's local area so it is quite a blow. Access to the airspace was previously covered under a Memorandum of Understanding but the MOU has been cancelled by the ACC.

The airspace committee provided some limited support early in the process, but the conflict has since evolved beyond our ability to help in a meaningful way. The case is currently ongoing, and we wish Winnipeg the best of luck in getting a successful resolution.

As a closing note I want to mention that for the last couple of years we are seeing more attention paid towards soaring activity by the regulator Nav Canada, and commercial operators. Combined with ADS-B coming online in the next few years, we believe this means that transponder/ADS-B in gliders (especially for cross-country) is going to become a topic to be explored. In our opinion it would be prudent for private owners and clubs (those that are not already working on it) to start thinking about a plan for equipping their gliders if it becomes necessary.

BADGES – Chris Gough

It was great to see the Silver badge legs up this year and completed Silver badges at a 10-year high. C badges were back up as well. These are the entry level badges so hopefully we will see the higher badges increase in the near future.

The electronic badge form has had some hiccups along the way. Remember, if the electronic form is not working for you, the paper/pdf form is still accepted.

10 year badge leg statistics, 2015–2024

	15	16	17	18	19	20	21	22	23	24	5 yr avg
1000 km	0	0	0	0	0	0	0	0	0	0	0.0
750 km	1	0	0	0	0	0	0	0	0	0	0.0
Diamond	2	5	2	0	2	0	3	0	1	2	1.2
Gold	1	2	1	1	2	2	2	5	3	1	2.6
Silver	9	7	2	11	10	8	11	10	5	12	9.2
C Badges	20	15	14	29	11	21	13	19	11	19	16.6
Badge legs	49	47	36	59	45	52	54	53	55	60	54.8

Badge legs 60 The following badge legs were flown:
6 Diamond, 5 Gold, 41 Silver

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.

Complete 2024 Safety report unavailable. Will be added here following the AGM.

FREE FLIGHT – Jeff Keay

There was an interrupted relaunch of *Free Flight/Vol Libre* in 2024 due to some unanticipated health issues with our editor. Happily those issues appear to be resolved and we got an edition out in early February. We look forward to future issues this coming season. We are always looking for content and in particular content creators from across the country, in English or French, who can help to make the magazine a continuing success. Know of any interesting flights? Significant developments or activities in your soaring community? Technical developments or discussions? Stunning photographs? Let us know at freeflight@sac.ca.

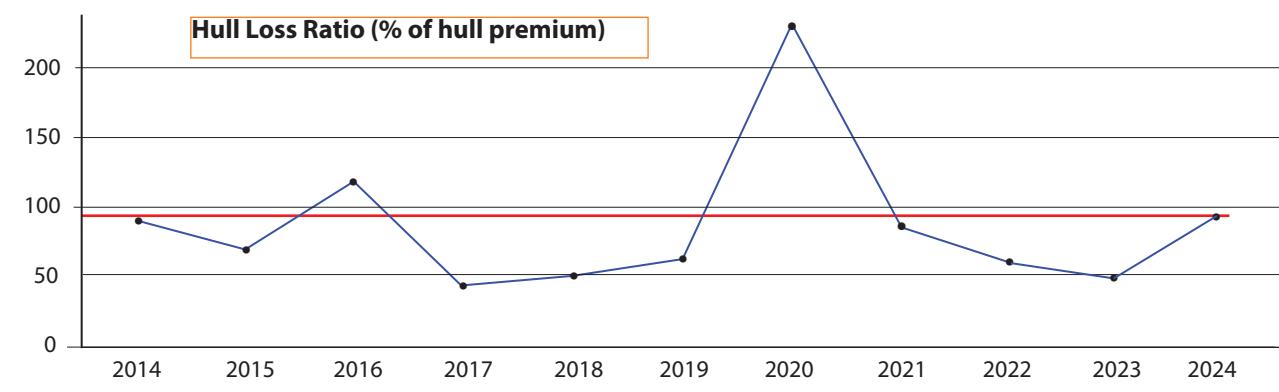
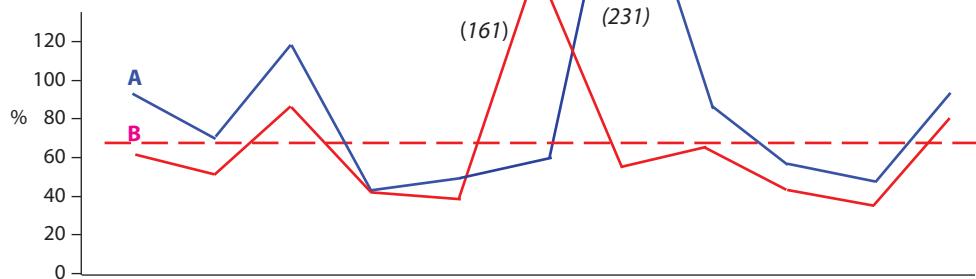
INSURANCE OVERVIEW – Grant Robinson

The 2024-25 gliding season saw an increase in hull loss amounts paid or reserved from \$178K to \$342K. The total number of hull losses in 2024 was 9 (down from 10 in 2023-24) and the average loss amount was ~\$36K (up from ~\$18K in 2023). This is a ~92% increase in paid hull losses.

The table below with associated chart shows the insurance history over the last ten years, the overall loss ratio during this period is 65%. 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 95% hull losses. The total policy loss ratio for 2024-25 is 86%, which is one of the worst in the last ten years. The

SAC INSURANCE 11-YEAR HISTORY, 2014 – 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Insured Clubs	25	25	26	26	24	28	24	24	24	19	19
Total aircraft	256	248	255	257	257	297	250	308	307	231	221
Hull value (\$M)	13.6	13.3	14.8	14.9	15.1	15.1	14.8	20.1	20.1	16	16
Hull losses (\$K)	275	209	351	125	148	207	293	338	242	178	342
Hull Loss ratio (%) A	90	70	118	41	49	60	231	86	57	48	93
Total losses (\$K)	275	209	361	188	170	808	263	355	242	178	368
Total loss ratio (%) B	62	48	82	42	39	161	56	65	42	34	86
FLARMS	113	114	155	169	141	198	198	204	228	174	164
FLARM % of fleet	44	54	61	66	55	67	79	66	74	75	74
FLARM discounts (\$)	10,504	12,767	13,949	15,755	13,407	18,079	21,596	24,124	26,881	22,800	21,777



insurer views your account as a hull loss account with frequency, and a liability loss account with severity, but limited frequency. The total loss ratio has gone over 60% (a very significant insurer underwriting threshold) 5 times in 10 years. As we see, the hull loss ratio is for the most part higher than the total loss ratio as a result of limited liability losses in most years, which brings down the total loss ratio. The horizontal RED line on the chart represents the average total loss ratio over the ten year period at 65%). The Hull Loss Ratio graph shows an overall unchanged trend in hull claims from 2014-2014, which is a negative trend for your operation and your insurer. This is in part due to the higher average glider value, which is now averaging about \$74,000. We see fewer overall claims but the quantum of each claim has increased. The solid RED line on the chart represents the average hull loss ratio over the last 10 years at 94%.

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 Submit your SAC membership 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 infor-

mation 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 2024-25, 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 2024-25 policy year, FLARM discounts of over \$21,777 were given to clubs and private owners in the SAC plan.

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

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 2024-25, Ground Risk Only coverage will continue to be on a Special Consideration basis.

Rates are expected to stabilize and or reduce for the 2024-25 gliding season. However, this has not been finalized and we could see a more noticeable rate improvement. Inflationary repair cost will add pressure to hull claims in 2025. 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 some further rate decreases on private aircraft overall. 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 cap-acity and reducing their aviation participation, this is often a 5-7 year 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 Canadian Aviation Regulations (CARs) paragraph 421.05(2)(d) which can be satisfied by completion of the *Flight Crew Recency Requirement Self-Paced Study Program*. This is a licensing issue, which has nothing to do with SAC and is provided to you as information only, as a courtesy.

The 2025 policy year will run from 31 March 2025, to 31 March 2026 both at 12:01 am EDT. As usual, coverage will be auto-

matically extended through 30 April 2025 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 us 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

Two very significant record flights were recorded in Alberta skies during the month of April 2024.

An amazing flight spring flight was flown by Chester Fitchett as he set a new Canadian Free 3TP territorial record of 1384.8 km.

A little later in April, Melanie Paradis had a flight that filled three previously unclaimed female territorial records.

- Free Triangle Distance (338.8 km)
- Free Out & Return Distance (253.4 km)
- 3TP Distance (324.0 km)

Congratulations to Chester and Melanie on their great flights!

SAC HISTORIAN – Bruce Friesen

For all those interested in the history of soaring in Canada, the most significant achievement during 2024 was the revision, updating, and re-issue of *The Book of the Best* by Ursula Wiese.

It encompasses a huge amount of information about Canadian soaring people and their accomplishments since the inception of SAC, and thus is an invaluable resource for our community.

Ursula invested an enormous amount of time and energy towards a thorough rework of that valuable record, reviewing and editing the content to the level of quality and accuracy only she can achieve, and adding the data for the years since the most recent previous edition. In further good news, Chris Gough has committed to taking on the task of updating *The Book of the Best* as new soaring feats and exploits are achieved. A huge thank you goes out to both Ursula and Chris. For all those not familiar with *The Book of the Best*, I encourage you to check it out. Even a casual delving in will be rewarding. It can be found at www.sac.ca/index.php/en/documents-en/sac-archives.

During 2024, your SAC Historian continued to amass documents and records capturing Canadian soaring history. Of note was the scanning of several early issues of *Free Flight* magazine by Sharon Folkes. Sharon's father, Peter Folkes, was the *Free Flight* editor for several issues in 1957 and 1958. She was able to provide digital copies of issues from 1958, 1959 and 1960 from her family holdings.

I welcome further contributions of documents, publications, club records and artifacts towards our SAC collections. Items, whether physical, digital or as images, are all of value. Please consider taking this route whenever you are contemplating the appropriate future for things stashed away in file cabinets and workshops.

The work of my predecessors as SAC Historian is recognized on the SAC website. Particular worthy of noting is Christine Firth's achievement in lodging a substantial collection of documents in the National Archives in Ottawa. Going forward in 2025, my goal is to begin making Canadian soaring history visible and accessible online through web publishing of our collections. We shall see!

SPORTING – Joerg Stieber

International Gliding Commission

Joerg Stieber

The ICG Plenary Meeting was held on 1-2 March in Toulouse. Unfortunately, neither myself nor our alternate IGC delegate Jarek Twardowski were able to attend. A record of the decisions made at the meeting can be accessed through the FAI website with this link:

https://www.fai.org/sites/default/files/2024_igc_plenary_-_decisions_final_-_amendment_1.pdf

The 2025 IGC Plenary Meeting will be held in Petrovče, Slovenia on 7-8 March. Unfortunately, Canada will not be represented. Link to the agenda: https://www.fai.org/sites/default/files/2025_igc_plenary_meeting_-_agenda_-_final_rev1.pdf

Canadian National Championships 2024

Joerg Stieber

Cu Nim hosted the Canadian Nationals for the first time in their history at their home field in the newly renamed town of Diamond Valley, formerly Black Diamond. Unfortunately, the weather did not cooperate during the contest and a tragic

fatal accident on the eighth day did not allow us to have an official contest.

The contest was divided into two classes with eight entrants in FAI and 19 in Club. The weather forecast throughout the contest gave hope of some reasonable soaring days but they never materialized. 27 May provided the only official contest day but was riddled with out-landings as only 5 of the 27 contestants completed the task. Dave Springford won the day in FAI and Dragan Zubovic won in Club. 29 May had a promising forecast, and a long task was planned. However high cloud covered the area just after the launch began. Many pilots had to land back at the field hoping for a relight. It was shortly after this an accident was reported and the contest launch was stopped. The accident took the life of longtime Cu Nim member, Kerry Stevenson, flying his LAK17b FES. Kerry was a past president, vice president and instructor with the club. He will be deeply missed by the soaring community. The decision was made to cancel the contest at that point knowing that there was not a chance to make an official contest with the days remaining and to allow everyone to grieve.

38th World Championships, Uvalde, TX –

17-31 Aug

Joerg Stieber

This was the “big wings” Worlds for Open, 20m 2-seat, and 18m classes. Although Uvalde is renown for excellent and consistent contest weather, in these Worlds conditions were challenging at times with over-development and high cloud. 18m and 20m had a total of 11 scoring days, Open Class managed to get 12.

The US Team achieved an amazing success in the 2-seat 20m class. Sarah Arnold who won a women’s World Championship a few years ago and living legend, Karl Striedieck teamed up to win Gold – and they made it look easy. They moved into first place on Day 3 and maintained this position throughout the rest of the contest. This made Sarah the first woman from any country ever to win at this level. Karl, at 87, is by far the oldest-ever soaring world champion.

Two Canadian pilots competed in 18m, Jerzy Szemplinski and Sergei Morozov. Jerzy started out well with a 5th place on day one. After that he dropped to the mid-teens but came back to a promising 11th place on Day 7. Unfortunately, things didn’t go so well for Jerzy during the last three contest days and he finished the Worlds in 20th place out of 32. Perhaps he got tired, after so many long days in the cockpit.

20th Jerzy Szemplinski AS 33 Es XG 8552 pts 86.9%
26th Sergei Morozov ASG 29 MS 7513 pts 76.3%

US Nationals, Club,15m & 18m classes, Hobbs, NM –

19-28 June

Chris Gough

Three Canadian pilots competed, one in Club, two in 18m Class. Day 3 in Club Class was won by Christopher Gough and Day 5 in 18m Class was won by Dave Springford.

Club (17 competitors, 7 days)

4th Chris Gough Ventus b 99 5392 pts 95.0%

18m Class (22 competitors, 7 days)

4th Dave Springford Ventus 3T-18 F1 5725 pts 98.1%
6th Sergei Morozov ASG-29-18 MS 5680 pts 97.3%

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

6 Canadians flew in 3 different classes. Both Sasha Pejic and Patrick McMahon had two day wins in their respective classes.

Sports Class (6 competitors, 4 days)

4th	Sasha Pejic	Std Jantar	3482pts	90.1%
<i>Club Class (6 competitors, 4 days)</i>				
2nd	Patrick McMahon	LS-6	3854 pts	99.7%
4th	Dragan Zubovic	ASW-19	3270 pts	84.6%
6th	Frederic Bourgault	Std Libelle	2562 pts	66.3%

18m Class (5 competitors, 4 days)

2nd	Martin Dennis	ASH-26E	3726 pts	93.2%
3rd	Dennis Vreeken	DG-808B	3304 pts	82.6%

Region 5 North – Perry, SC 22-27 April 22-27

Joerg Stieber

The competition was held in four classes: Sports, FAI Handicapped, Open and 18m. Five scoring days were achieved in all classes, except Open which had four. Soaring conditions were strong most days, but the last day was challenging with rain in the contest area. Three Canadian pilots competed in the 18m Class. Sergei Morozov won Day 2, Joerg Stieber won Day 3 and Dave Springford won Day 5.

18m Class (16 competitors, 5 days)

2nd	Sergei Morozov	ASG 29	MS	4601 pts	99.7%
5th	Joerg Stieber	ASG 29 Es	JS	4563 pts	98.8%
6th	Dave Springford	Ventus 3T	F1	4562 pts	98.8%

OLC Canada 2024

Joerg Stieber

The 2024 OLC season covered a time period from 26 September, 2023 to 23 September, 2024. 285 Pilots were registered, 268 achieved a combined score of more than 50 pts. Note: The club score also includes flights scored by club members outside Canada.

<i>Flights scored in Canada in last 4 years</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>
<i>Number of participants</i>	297	282	278	285
<i>Total flights in Canada</i>	2814	2702	2664	2554
<i>Total km in Canada</i>	497,669	473,371	403,607	391,448
<i>Highest km by a pilot</i> (André Pepin, MSC – 34 flights)	18,787	17,537	12,752	12,834
<i>Highest km by a club</i> (SOSA, 519 flights, 53 pilots)	79,135	88,170	75,052	78,877

Winners and achievements:

Best flight of the year Chester Fitchett, Arcus M, Cu Nim Gliding Club; 12 April, 2024; 1,735 km; 1577 OLC points.

OLC-Plus Canada Champions (6 best flights):

1	Chester Fitchett, Cu Nim	4810 pts
2	Martin Dennis, Canadian Rockies Club	4119 pts
3	Nick Bonniere, Montreal Soaring Council	3973pts

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 Nick on outstanding flights!

OLC Canada Junior Champions (6 best flights):

1	Daniel Nazarko, Cu Nim Soaring Club	1101 pts
2	Josh Peace, Cu Nim Soaring Club	825 pts
3	Ronak Patel, SOSA Gliding Club	772 pts

4th Pan American Championships 2027 at SOSA

Joerg Stieber

Sadly, after the very successful 3rd Pan American Championships held at SOSA in 2019, all following PAGC had to be canceled due to lack of pilots from at least three nations and also lack of gliders available for rent. SOSA has submitted a bid to host the 4th Pan American Championships in late July/early August 2027.

SAC OFFICE – Tom Coulson

The office supports soaring activities in Canada. In my role I try to help the Board, committees, member clubs and their members with whatever they are doing. I try to respond to requests in a timely manner. You can send me an email or call on the phone (leave me a message – I might be flying).

Some of the activities SAC supports are:

- Safety is important in any organization. Each year financial support is available to member clubs through the safety improvements program. Access to the *Howspace* tool is used by Instructors as part of initial training, upgrades and general knowledge.
- On Line Contest (OLC) is used by many pilots and SAC pays toward the OLC to help keeping it free to use. Some individuals are also financially supporting this site.
- SAC is a member organization of the Aeroclub of Canada. They provide our link to the FAI for badges and the issuing of sporting licences for international contests.
- Continuing and growing membership is important to clubs. The SAC marketing program helps support clubs in this effort. Contests are supported in two ways. Clubs are provided some support for running a contest. Contestants receive some supported when going to a world contest. You too can donate to our world contest team.
- The Youth Bursary program, for those under 25 years old, has seen some growth since the requirement that clubs match funds has been dropped.

There are of course many other things that happen outside of the SAC office with committees and by Zone directors.

SAFETY DATA – David Donaldson

2024 represents my tenth year as National Safety Officer and in that time clubs have increased the volume and quality of reporting. Take a moment to reflect on how we are doing.

The Stats

At the core of safety is data. With fewer than 1000 pilots averaging 14,290 flights reported each year, a single event skews the numbers. This can limit our ability to draw useful conclusions from our yearly data but what is useful is looking at the year over year trends. From 2004 to 2014, we averaged one fatality per year. From 2015 to 2024, we are averaging one

SAC Youth Bursary Program 2024

This year saw a significant increase in the number of young people taking advantage of the bursary program. A total of \$20,958 was issued by the program which is an increase of almost \$7,130 from the previous year.

AVV Champlain – Elliot Cote
Jay Carie Brodeur Ryan Roberge

Canadian Rockies Soaring Club Dominic Albat
Sophie-May Tremblay Zachary Baggott

Centre Vol a Voile Saguenay Jerome Renaud
Alek Guitard

Cu Nim Gliding Club Alexandria Feuchter
Daniel Nazarko Ivan Ramirez
Kent Goodall Thomas Scott

Edmonton Soaring Club Adelaide Harvey
Brooke Sonnenberg James Millikan
Moksh Parekh Zachary Farvolden

Great Lakes Soaring Club Charles Harwood
Christian Paiva Ethen Sidway
Luca Tillio Samuel Lee

Lethbridge Soaring Club Austin Slingerland

London Soaring Society Cameron Reichelt
Ethan Specht Safal Eswaran

Montreal Soaring Club Vanessa Manevska

Prince Albert Gliding & Soaring Club
Amelia Wood Emily Sawchuk Jannie Kemp

Rideau Valley Soaring Addison Murphy
Emily Schraeder Kurt Snell
Maia Paget William Munday

SOSA Gliding Club Edward SheMaliha Mann Evan
Tucakovic Prabir Singh Ronak Patel

Winnipeg Gliding Club Frank Fang

fatality every two years. This is a great achievement, the result of our combined hard work; however, we must keep in mind that we are losing one of our friends every other year. We have both the ability and the responsibility to do better.

Working Together

The keystone to my approach is cultivating relationships to facilitate conversations. I have three areas for applying that approach.

1 SAC clubs – This began with recording the annual safety presentation at the AGM for those unable to attend in person. These sessions were later approved by Transport Canada as recurrent training. In 2021, we enhanced this effort with virtual

Safety Officer meetings on *Howspace*, held several times a year and regularly attended by over a dozen Safety Officers, with recordings available for those unable to attend and the opportunity to continue to engage in discussions. Feedback has been overwhelmingly positive. During Covid, SOSA launched *Hangar Talks*, an online series to engage members and the broader community, giving us an additional venue to deliver our annual safety training. It has become a popular feature. Sharing knowledge makes us smarter and safer, and the results are clear.

2. Canadian partners – Aviation is a heavily regulated environment under three main bodies: Transport Canada, NavCanada, and the Transport Safety Board. SAC has cultivated working relationships with each of these bodies over the years and I have maintained that as well as built upon it. Most recently, as we continue to have airspace issues, we have partnered with NavCanada to raise awareness in the greater aviation community about the capabilities of gliders as well as raise awareness within the glider community. This has proven useful; this year alone one club reported zero conflicts originating from a flight school that was previously responsible for multiple conflicts per year. We are also seeing increased engagement with controllers, demonstrating an increased awareness of glider operations. There is still work to be done but we are seeing progress.

3. International partners – I am in contact with colleagues in other jurisdictions including the USA, Germany, Great Britain, Australia, New Zealand, Denmark, France, and Sweden. SAC is well represented at OSTIV and with the European Gliding Union. This collaboration has returned results, notably our ability to avert some of the negative effect of Covid that was experienced by the USA. Our approach was then shared with similar results in other countries.

Going Forward

This year we are launching *Safety II* in Canada. In fact, by the time you read this we will have completed the initial training of Safety coaches from across Canada, representing many clubs. A key tenet of *Safety II* is to focus on lead indicators, as opposed to our annual reporting which is a lag indicator. A past event is a lag indicator, and no amount of analysis or discussion will change the fact that that the event occurred. Yes, we learn from past events and this does make us safer, but this lag approach has become saturated. While continuing the lag approach will maintain our current level of safety, we need to add lead indicators to it in order to improve further.

How do we do this? As we start our soaring day, we pause to consider what the day looks like. We consider some of the factors that could affect us as we rig, tow out, and prepare to launch. This is threat identification. Having identified any threats, we then think about what we can do to mitigate them.

If you're familiar with James Reason's "Swiss cheese" model, each mitigation acts as a layer of cheese. This model helps compensate for potential errors: if one layer doesn't catch an issue, the next one might. The more critical the consequences,

the more layers of cheese we stack. This approach should be applied both in your daily individual actions and at the club level on an annual basis.

Here is a real-world example (see Incident #57 below): a privately owned single-seat glider was rigged and readied for flight. The owner rigged and conducted a critical assembly check including a positive control check. After positioning on the grid, they prepared for launch. As part of their prelaunch check they checked the controls, looking for freedom of movement, and correct movement. During this check a clunk was heard and the wing runner confirmed the elevator was hanging down, not functioning as it should. The glider was taken off the grid, the elevator was reconnected, checked, and the pilot enjoyed an uneventful flight. Applying the Swiss cheese model to #57, this is what we can conclude.

Threat: glider incorrectly rigged

Mitigation: 1) uninterrupted rigging, 2) critical assembly check, 3) positive control check, 4) prelaunch controls check

In this model it is common for a threat to bypass one or more layers, but subsequent layers are designed to catch and mitigate the issue before it causes harm.

This may look like we are using a lag measure, the event had already occurred; however, we are applying a lead-measure approach. We are using our experience to inform us as we look proactively for threats. Once we have identified the threats, we layer in the mitigation – the cheese.

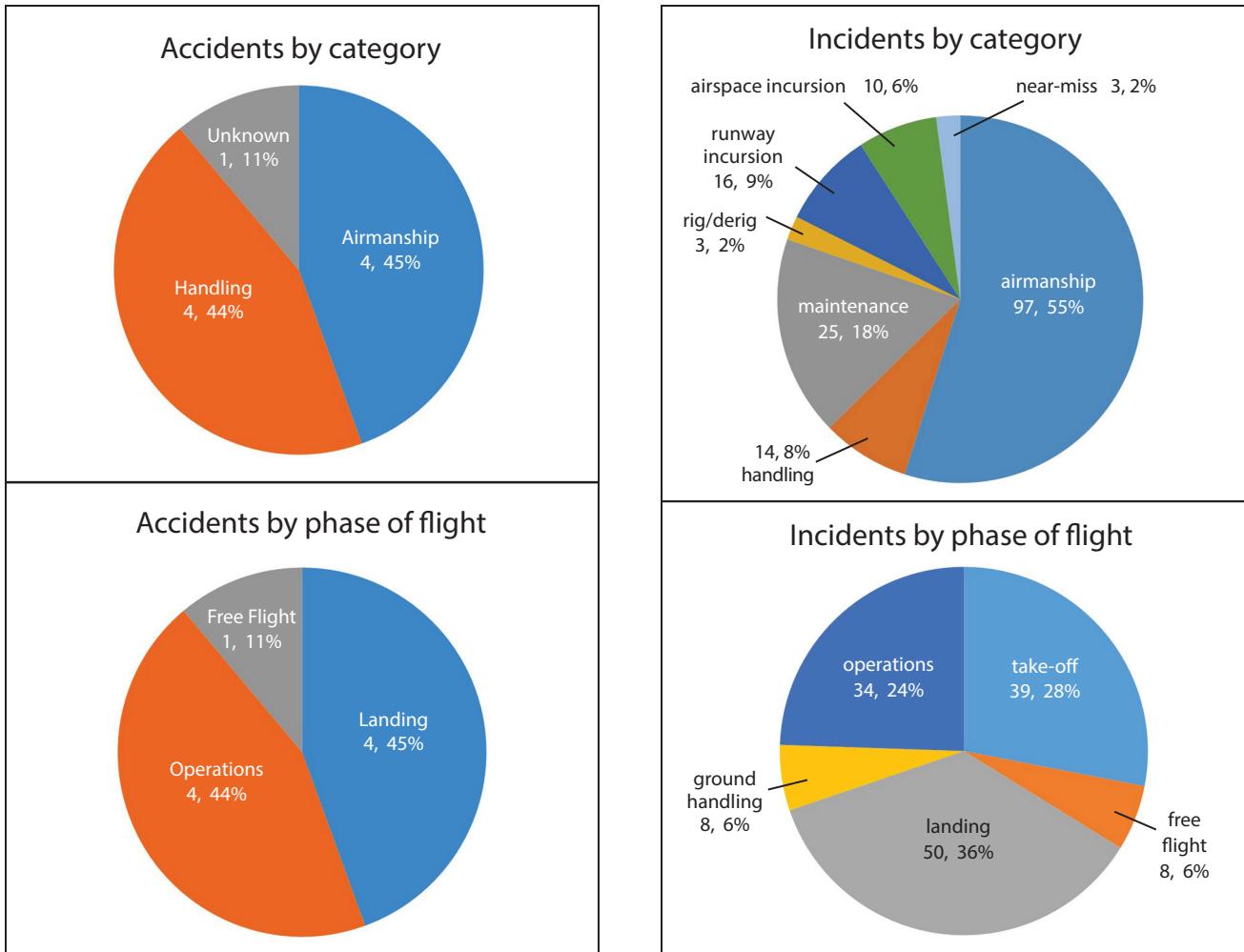
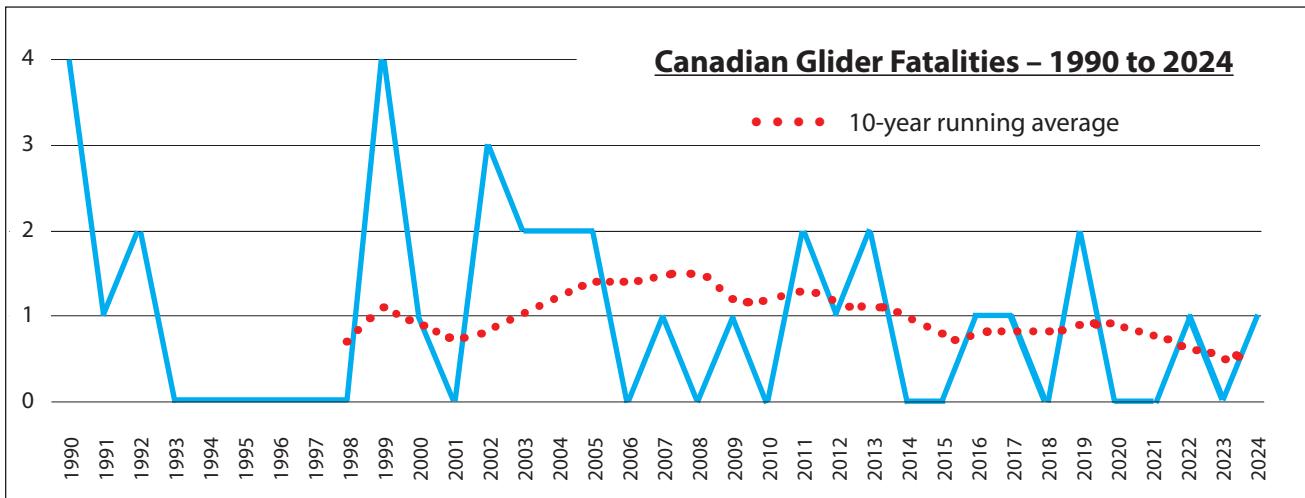
A Reflection on 2024

This past year we lost a valued member of our community. He was an experienced pilot, flight instructor, and active club member who volunteered his time and expertise as needed.

In every fatal accident, we can trace the chain of events that led to it. *Safety II* encourages us to shift the focus from analyzing the past to preparing for the future. Instead of reflecting on what was, saying we should do X differently, let's look at what is coming and actually do things differently.

In aggregate, the data is telling us that you are at higher risk when things are new. Be that a new type of glider, a new club, or even a new season. Early season lack of currency results in a higher number of accidents and incidents. When introducing new procedures, we see the same happening. The mental load is greater, the unknowns are greater, the need for diligence is greater. This is true regardless of your overall level of experience. We are seeing these issues with both low- and high-time pilots.

The good news is that we are also seeing the Swiss cheese model working. As you read through the list of incidents you will see several positive events. No canopies opened in flight this year. Wing runners played a crucial role in avoiding accidents, the mitigation layer was performed and the chain of events was halted before the accident could happen. As we transition into implementing *Safety II*, we can look forward to even greater improvements. Fly Safely!



Accidents

1. Glider wingtip damaged during off-field landing.
2. Tow pilot bumped into pitot tube requiring 13 stitches.
3. Glider entered incipient spin, pilot recovered then bailed out of aircraft. The parachute failed to open resulting in fatality.

4. Glider vertical fin damaged during transport when the fuselage shifted in the trailer.
5. Gear collapsed on landing, resulting in glider departing the runway and damaged wing tip.
6. Glider being towed hit the windsock damaging the aileron and trailing edge of the wing.

7. Glider being towed hit parked aircraft resulting in significant damage to both aircraft.
8. Glider experienced heavy landing resulting in damage to the landing gear. Spring check with an early solo student and a low time instructor are contributing factors.
9. Glider landed hard resulting in a damaged undercarriage. Contributing factor was new on type, and gaps in the type check-out procedures were contributing factors.

Incidents

1. Tow pilot initiated full power before slack was taken up. Instructor (back seat) released before the rope came taut.
2. Towplane engine ran rough and then quit completely in the circuit when returning from a tow. The tow pilot landed dead stick without further incident. Of note, this aircraft had engine issue on landing in the previous season. The issue went undiagnosed until the engine failed in the circuit. The cause was the carburetor had degraded.
3. GA traffic overflew glider club at 1500 agl during full operation without radio call and did not respond to radio calls.
4. GA pilot reported close proximity to glider that did not respond when called on area frequency, this was more than 5 NM away from glider club.
5. Glider took off with tail dolly attached. Pilot landed without further incident.
6. NOTAM not opened when gliding operations started. This was realized when centre called the club to ask after they saw glider activity on their radar screens.
7. Glider and towplane initiated take-off roll while a glider was on short final. The landing glider landed short to avoid conflict. Poor visibility on the runway in use was a contributing factor.
8. Glider got out of position during tow when student pilot failed to follow towplane as it turned to position for simulated rope break. Instructor took control to reposition glider. Tow pilot released the glider about 500 feet, resulting in glider returning to land with tow rope dragging from nose. Contributing factor: student was a power conversion who appeared to be progressing better than they were, uncovering holes in training.
9. Glider pilot overshoots turn to base resulting in a low return to the field. High winds were a contributing factor.
10. Glider ground looped during an off-field landing. The pilot did not compensate for strong winds, unable to make the chosen field, decides to land in alternate field that had 1 metre tall wheat.
11. Memory stick was dropped and fell below the seat pan. Seat pan was removed and the memory stick was retrieved.
12. Visiting plane parked in the wrong place, resulting in gliders needing to land towards the hangar.
13. Gliders observed to be landing short to avoid sideslipping.
14. Glider struck by towrope of landing towplane, no damage.
15. Two pilots, about to launch, were accused of not completing needed paperwork. Tempers were raised, resulting in interruption to launch sequence and distraction of

the pilots during their flights.

16. Twin engine turboprop passed close to a glider at 2300 agl. Of note, the turboprop was reported at 263 knots, exceeding the 250 knot speed limit below 10,000 feet.
17. GA aircraft, believed to be operating on an IFR clearance, overflew glider field with an active MOU.
18. Student pilot loses situational awareness, resulting in releasing lower than planned and returning to the field too low to execute a normal circuit. The pilot landed straight in on non-active runway. Fatigue, strong winds, and dehydration were contributing factors.
19. GA traffic observed transiting glider club at about 1000 feet agl. There was no response to multiple radio calls.
20. Glider returns to field low necessitating a straight-in approach to an inactive runway.
21. Towplane landed in front of glider on short final. Pressure to expedite operations to get gliders launched late in the day was a contributing factor.
22. Two gliders entered the circuit about the same time. One attempted to extend their flight to accommodate the other and ended up having to land on alternate runway after getting too low.
23. Three gliders converged into the circuit at about the same time. Two were aware of each other and effectively separated. Unaware of the third glider, one of the gliders entered the circuit resulting in a near collision. An observer on the ground made a radio call that altered the glider in the circuit to the position of the third glider, enabling the pilot to resolve the conflict.
24. Student pilot attempted to thermal when low in the circuit, resulting in the need to land on a different runway.
25. Pilot executed a low circuit resulting in the need to land on an alternate runway.
26. GA traffic passed within 300 feet horizontally and 50 feet vertically of a glider in a thermal.
27. Tow pilot executed a go-around after a guest walked onto the runway while the towplane was on short final.
28. Multiple issues of hangar rash, some reported, many not.
29. Glider landed gear up.
30. FLARM failed to alert. Unit determined to be faulty and sent out for repair.
31. Airbus A340 observed at 5,025, one mile north of active glider operation.
32. Canopy not properly secured on take-off. After release, pilot cycled the latch, while carefully holding the canopy frame and successfully secured the canopy.
33. Gliders stacked so tightly that they were touching each other when the front quarter of the hangar had room.
34. Two FLARMS were set to the same ID.
35. Tail wheel of glider dropped into hole in hangar floor causing the fuselage and rudder to contact the floor. There was no damage.
36. NOTAM restricting glider operations due to RCAF anniversary flypast was not communicated to club.
37. Glider in circuit, about to turn base, started to circle and eventually climbed away. The flight trace showed low point of 466 feet agl.
38. Pilot reported radio not receiving. Two weeks later, another pilot about to take off discovered that the radio was

not receiving. The snag was not communicated to maintenance personnel.

39. Glider entered Class C airspace without permission from ATC.
40. Gear retracted on landing due to cracked retaining plate. Glider was returned into service with the gear fixed in the extended position until replacement plate sourced.
41. Tailwheel fell off towplane after take-off. Towplane landed without further incident.
42. While ground handling Pawnee towplane, the pitot tube was accidentally bent aft resulting of ASI not working during test flight before towing operations started.
43. Trailer ramp damaged by tow rope as towplane taxied for refueling.
44. Tow rope snagged on the road during towplane landing resulting in the TOST weak link breaking.
45. Spoilers opened on glider at 300 feet while on tow. The glider was not moved between the previous flight and the incident flight. The pilot failed to complete prelaunch check list, the deviation from standard procedures, and not deplaning between flights, were contributing factors. Additionally, this was second flight of the season, and the ground crew were rushing.
46. Rear canopy discovered not secured before launch. A factor was this was the first day of operations.
47. Canopy not properly latched prior to launch. Oversight caught by wing runner. Contributing factors; first flight on type for season, pre-launch checks interrupted, and pilot did not complete the canopy check checklist item.
48. Daily inspection not recorded in the glider's DI book.
49. Glider landed gear up on an outlanding.
50. ACC not notified when glider operations were closed for the day, resulting in ACC leaving a voice mail. Contributing factors, first day of operations in the season and members were rushing to shut down operations as there was an evening event.
51. Glider landed on cross runway, rolling onto the active runway resulting in second glider, on short final, needing to extend it's landing to avoid the landed glider.
52. Glider executed 360° turn in circuit to give the towplane time/room to land ahead of the glider. Both aircraft landed without further incident.
53. Glider was being repositioned after the landing, was pulled across the runway with the towplane was on final. In the rush to clear the runway, the glider rotated and back released in the middle of the runway. Contributing factor was difficulty attaching the tail dolly.
54. Glider positioned on flight line without battery, after completing DI.
55. Wing tip about to hit hangar, bystander intervened, preventing hangar rash.
56. Tail about to hit hangar, bystander intervened, preventing hangar rash.
57. Pilot heard a "clunk" while doing control check prior to the launch. They immediately released the rope and investigated further to find the elevator had become disconnected. Of note, a positive control check was completed.
58. Cessna approaching to land conflicts with glider on tow. Radio call assisted in deconflicting the traffic. The Cessna pilot being low time was a contributing factor.
59. Cessna traffic in the circuit conflicted with towplane joining the circuit. Cessna discontinued circuit and departed the area.
60. Spoilers opened on take-off during spring check. The pilot had completed the pre-launch checks including closing and locking spoilers.
61. Wing runner leveled wings on the left, not noticing the weight on the right wing. Both pilots did not notice the weight. Towpilot halted the launch until the weight was removed.
62. Rope broke during take of up slack/initial roll.
63. Pilot hits head on trailing edge of horizontal tailplane.
64. Towplane release not fully latched, released when slack was taken up.
65. Glider could not release towrope. After radio communication, the towplane released tow rope. The rope was subsequently released from the glider and retrieved.
66. Towplane was not chocked when parked in the hangar over night.
67. Towplane release was not functioning properly, the cable connecting the release to the leaver in the cockpit was lubricated, correcting the issue.
68. Glider being towed back to the line crossed the runway while second glider was in the circuit. Contributing factor was the noisy engine of the tow vehicle.
69. Member crossed the runway with a glider on short final resulting in the glider landing long.
70. Glider being ground towed was turned too tightly without castering tail wheel.
71. Student flared too high resulting in hard landing.
72. Instructor took up student who was not registered, hence not insured.
73. Vario was stuck at full volume, distracting the student and interfering with radio communication.
74. Several screws loose in both the front and rear seat pans.
75. Pilot experienced nausea during cross-country flight and elected to land out after vomiting several times.
76. Glider release mechanism fails when tension taken up, twice. Switch to CofG hook, launch completed without further incident.
77. Towplane on training flight had difficulty with directional control after landing, resulting in a 180° groundloop after landing.
78. Tail wheel spring on towplane broken resulting in a loss of directional control ending with a 270° ground loop but no damage. Of note, this was the second flight after the previous landing that resulted in a 180.
79. Golf cart crosses runway just ahead of launching towplane with glider in tow.
80. Parachute incorrectly fastened. Wing runner noticed error and pilot refastened parachute correctly before launching.
81. Ground tow vehicle crossed active runway with glider on short final.
82. Ground tow of glider was crossing the active runway as glider launch was initiated. Ground tow was paused, allowing the launch aircraft to continue.
83. Glider pilot lands on runway with strong crosswind due to ground operations (mower) blocking the active runway.
84. Weight (ballast) bag discovered on runway.

- 85. Towplane exhaust discovered to be leaking CO into cabin after CO detector turned black.
- 86. Glider landed hard on flare due to too much spoiler.
- 87. Glider pilot decides to land out instead of risking low circuit/return to the field.
- 88. Member crosses runway while glider is on short final.
- 89. Glider ballooned on take-off, overpowering the elevator and raising the tail of the towplane. The tow pilot was able to release and regain control before impacting the ground. The glider executed a 180° turn and landed without further incident.
- 90. Glider spoilers opened on take-off. Spoilers remained open for the duration of the flight resulting in the glider landing out after not being able to return to the field due to the reduced performance.
- 91. Aileron found improperly connected on a positive control check. Low experience on type was contributing factor.
- 92. Glider drifted from center line on final approach due to dirty canopy reducing visibility for the pilot when landing late in the day into the sun. Glider was trailered before the flight resulting in dust build up on canopy.
- 93. Near miss between glider and light twin.
- 94-97. Off-field landings with no damage.
- Note from National Safety Officer:* we encourage clubs to include off-field landouts as part of their annual safety conversation to provide the opportunity for pilots to learn from each other as well as de-stigmatize the discussion of events.
- 98. Flight operations conducted with poor radio operations.
- 99. Tow pilot during a refresher flight groundlooped on roll-out. Contributing factor was low time on tail dragger.
- 100. Tow pilot during a refresher flight groundlooped on roll-out a second time (see above). Pilot called it a day and debriefed with CTP.
- 101. Flap became disconnect from flap control resulting in asymmetric deployment of flaps. Issue was caught during pre-takeoff checks and the takeoff was aborted. Note: this is an example of great airmanship.
- 102. Glider pilot made radio call to take up slack before wing runner had leveled the wings, contrary to club policy.
- 103. Launch was initiated prior to hooking up the tow rope.
- 104. Wing runner leveled the wings and initiated takeoff sequence without receiving ready signal from the pilot.
- 105. Dog interrupted launch sequence when it ran to the nose of the glider as the slack was taken up. Launch was stopped by a bystander.
- 106. Three gliders on cross-country flights experience near miss when the third glider passed just over the other two who were flying in close proximity. While each glider was aware of one of the other gliders, none were aware of both other aircraft.
- 107. Two gliders were being towed back, one on each side of the runway while 4 gliders were in the circuit for landing resulting in the need for the landing aircraft to turn off the active onto intersecting runways to make room for incoming aircraft. Lack of situational awareness on the part of the retrieve crews was a contributing factor.
- 108. Self launching glider failed to make radio call announcing launch.
- 109. Crotch strap fell into stick well, restricting rearward movement of stick during flight.
- 110. Rope broke at about 300 feet, the glider landed without further incident. A rushed takeoff, turbulent conditions, and low time student pilot were contributing factors.
- 111. Glider groundlooped on landing. Low time solo student was a contributing factor.
- 112. Secondary spar pins discovered not installed during end of season derig of ASK-21. The aircraft was rigged in the spring and has flown the full season with those pins missing.
- 113. Controls not correctly disconnected during derigging when wing was attempted to be removed. Poor direction and lack of derigging experience were cited as contributing factors.
- 114. Member's finger was caught between wing root and fuselage during derigging when the wing was pushed in, instead of pulled out as instructed. Distraction (looking at phone) was a contributing factor.
- 115. Glider launch initiated while second glider was on final, contrary to club procedures.
- 116. Two pilots crossed runway between the glider and towplane, interrupting the launch sequence.
- 117. Spoilers opened on takeoff and were immediately closed by the instructor. The glider completed the flight with no further incident. Student's first flight on type and the prelaunch being rushed were contributing factors.
- 118. Spoilers opened on takeoff and were immediately closed by the pilot. The pilot interrupted twice during the prelaunch checks was a contributing factor.
- 119. Glider departed runway during roll out when directional control was lost. Tall grass on the side of the runway was a contributing factor.
- 120. Glider departed runway during roll out when directional control was lost. Tall grass on the side of the runway was a contributing factor. (two separate incidents)
- 121. Flap handle bent when flaps were extended for landing. Flap handle was replaced before next flight.
- 122. Helicopter overflow glider operation at 1,500 feet agl without a radio call. The club was operating without opening its NOTAM.
- 123. Towplane flown with radio turned off. Contributing factor pilot was new on type.
- 124. Tractor almost flipped over attempting to tow a roller after it got stuck in the mud while rolling runway.
- 125. Towplane released glider during initial take-off. Release cable discovered to be frayed preventing the release from fully closing.
- 126. Glider departed runway during landing roll out.
- 127. Pilot walked onto runway to retrieve a tow rope with glider on short final.
- 128. Rope broke on cross-country tow resulting in the glider landing out. No pre-flight briefing, weather, tow pilot's first time conducting XC tow, and conflicting expectations of flying above vs below the cloud layer were contributing factors.
- 129. Wing tip not properly secured discovered by a member.
- 130. Near miss between two FLARM equipped gliders, FLARM alerted pilots, enabling them to avert collision.
- 131. Pawnee door latch judged to be degrading, replaced ahead of the start of flying season.

132. Two club members failed spring checks. Situation reviewed by Safety Officer, CFI and CTP, decision to temporarily restrict pilots to training/dual flights until proficiency demonstrated.

133. Frayed electrical wires caught during DI.

134. Glider landed hard during spring check, catching the instructor off guard.

135. Wing runner check reveals deficiency that was corrected before take-off, "saved the day".

136. Improper handover of controls in flight between instructor and pilot resulted in brief period of uncommanded maneuvers.

137. Glider pilot rejected take-off, resulting in ground loop with no damage. Short rope was a contributing factor.

138. Glider pilot rejected take-off, resulting in ground loop with no damage. Same pilot as above on their second attempt.

Note: had the take-off been allowed to progress, it most likely would have resulted in an accident. The pilot was praised for his good decision making.

139. Tow pilot initiated take-off without all-out signal from wing runner.

140. Towplane brakes contaminated with hay after farmer cut hay in field to allow use of field as runway extension.

141. Weaknesses in coordination with helicopter operation sharing wave camp field were identified and corrected.

142. Member crossed runway with towplane on final. Tow pilot initiated a go around.

143. Rear canopy blew open after being left unlatched on the ground.

144. Powered paraglider drifted towards departing towplane and glider, towplane altered course at low altitude to ensure separation.

145. Unattended powered paraglider laid out on ground blocked towplane's taxi route, requiring towplane to backtrack on active runway.

146. Towplane landed ahead of glider, glider pilot adjusted to maintain separation.

147. Towplane release locking wire was found frayed during DI, restricting release mechanism.

148. Towplane tow hook assembly was found bent sideways during daily inspection.

149. Glider main wheel assembly had a broken pin resulting in restricted use of spoilers and uncommanded application of wheel brake.

150. A glider landed just short of runway. Due to recent work on runway, the glider was not damaged.

151. Tail ballast plates were found during DI in the rigging pouch, unsecured in the baggage compartment just behind the pilot's head.

152. During a normal landing rollout the pilot moved towards the north very rough part of the runway. The bumps were so strong that it was felt in their back for 48 hours. The glider was inspected for a hard landing.

153. During the daily inspection a fuel leak was observed coming from inside towplane wing, it appears to have occurred for some time.

154. Glider flown for several flights with an open snag logged.

155. The landing gear of glider collapsed during the takeoff roll. The pilot released.

156. Tow pilot understood the tow was to be to 1000 feet. Observing slack in the rope with no glider in sight, believed the glider had released, tow pilot commenced a left diving turn. Glider was still attached, the glider pilot immediately released.

157. A glider overflew gliders in the departure lane to land on the north side of the runway.

158. After landing, a glider turned right and stopped in the departure lane, delaying launch operations.

159. Paraglider operations were different than previous operations, interfering with safe glider operations. A paraglider pilot not present at the morning safety briefing was a contributing factor.

160. A glider was being towed on the ground when the left wing hit the flightline shed. The glider was inspected, and no damage was found.

161. After the landing, the passenger was observed walking back alone directly to the flight line.

162. A glider had reoccurring radio issues, and a portable radio was used, raising concern about the increased workload.

163. A glider overflew another glider on the grid to land as third glider had previously landed and stopped in the middle of the landing lanes.

164. A glider was observed doing a rough landing, a hard landing inspection was performed.

165. A glider was on the grid for departure – it was noticed that the landing gear lever was out of the locked position.

166. During rollout a glider cleared the runway to the north into the safety area. This part of the runway was rough, resulting a tail wheel flat tire.

167. Several runway marker nails were found lying on the runway during a glider retrieve.

168. The radio transmissions from a glider were unreadable on several flights. The repeated calls caused considerable distraction to the pilots operating in the circuit.

169. Tow pilots have noticed that there have been several glider pilots who pull-up before release from tow. This leads to extra tension on the rope when the releasing.

170. A glider wing dropped prematurely during rollout after landing, resulting in a 30° uncommanded turn.

171. Student was surprised by FLARM alert on short final and was distracted, resulting in the instructor taking control to avoid departing towplane. Radio volume being set too low to hear was a contributing factor.

172. Pilot failed to switch oxygen control from cannulas to mask after passing 18,000 feet resulting in low blood oxygen levels. When seeing the pulse oximeter reading low at 22,000, they immediately descended, adequate blood oxygen levels returned by 16,000.

173. Pilot flew into airspace without clearance, believing that the airspace was opened by NOTAM.

174. Glider experienced abrupt rotation on winch launch. Pilot was newly checked out on winch and was concerned about not exceeding maximum winch launch speed was a contributing factor.

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to all those presented with national honours for their contributions to Canadian soaring during 2024. Listed in alphabetical order, these are the worthy recipients:

- **Frederic Bourgault** – Stachow Wave Trophy (maximum height achieved)
- **Sean Christie** – Jim McCollum Award for Innovation
- Edmonton Soaring Club – Roden Trophy (efficient use of club resources)
- **Chester Fitchett** – Canadair Trophy, Motor Glider (best six flights during the year)
- **Chester Fitchett** – BAIC Trophy, Motor Glider (best flight of the year)
- **Hans Juergensen** – Hank Janzen Trophy (contributions to safety in soaring)
- **Mike Maskell** – Walter Piercy Award (instructor of the year)
- **Jesse Miller** – “200” Trophy (best six flights by a pilot with less than 200 hours PiC in gliders at the start of the season)
- **Daniel Nazarko** – Silver C-Gull Trophy (youngest pilot to earn the Sliver C Badge during the year)
- **Luke Szczepaniak** – Canadair Trophy, Pure Glider (best six flights during the year)
- **Luke Szczepaniak** – BAIC Trophy, Pure Glider (best flight of the year)
- **Toronto Soaring Club** – SAC Achievement Award

Through their accomplishments and contributions, everyone here are sure to inspire soaring enthusiasts across the country.

Canadair Trophy – best six flights during the year

The Canadair Trophy is presented to the pilot who achieved the highest total score for six flights originating within Canada. If the best six flights are accomplished in a motor glider, 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 a surrogate for the calendar year.

The 2024 OLC year provided excellent competition across Canada. On the motor glider side, one pilot laid down an excellent flight early in the OLC year and then a second absolutely outstanding marker early in Spring 2024. Other pilots closed the gap during the remainder of the season but were ultimately unable to prevail. In the pure glider category, several pilots were in contention through mid-June, at which point the eventual winner built up a substantial margin and held that through to the end of the season.

Overall, the 2024 season was another testament to the quality of soaring opportunities all across Canada and to the skills and ambition of Canadian pilots in seizing those opportunities. The winners for 2024 are:

Motor glider – Chester Fitchett – Cu Nim Gliding Club

Chester has been a student of the lee waves produced by the Rocky Mountains for some years now. His growing mastery of

that phenomenal source of energy for glider pilots was on full display this year. He completed one excellent wave flight during the Fall 2023 wave season, and then in March 2024 completed what is to date his masterpiece – a 1735 km flight earning 1576 OLC points. He filled out his season with flights in convective conditions, including over the Continental Divide, during June and July.

Chester earned a total of 4810 points from those six flights, all flown in his Schempp-Hirth Arcus M. Five launches were from the Cu Nim Gliding Club airfield near Black Diamond, AB, with the sixth an extension of his repertoire to a flight out of Hinton, AB (near Jasper).

April 12	1577 points	1735 km	148 km/hr
Oct 18	992 points	1069 km	165 km/hr
July 17	639 points	706 km	94 km/hr
July 16	584 points	549 km	62 km/hr
June 7	528 points	486 km	70 km/hr
July 15	415 points	364 km	67 km/hr

Pure glider: Luke Szczepaniak – SOSA Gliding Club

During 2024, Luke earned a total of 3874 OLC points from his six best flights. All of those flights were flown in his ASW-27, launching from the SOSA Gliding Club home field at Rockton, ON. Details of his flights are as follows:

June 11	708 points	617 km	91 km/hr
Aug 21	664 points	577 km	82 km/hr
July 20	648 points	586 km	85 km/hr
May 23	630 points	604 km	102 km/hr
July 7	620 points	539 km	81 km/hr
May 30	604 points	521 km	80 km/hr

BAIC Trophy – best flight of the year

The BAIC Trophy is presented to the pilot who achieved the single best soaring flight originating within Canada. If the best single flight is accomplished in a motor glider, parallel recognition is extended to the pilot completing 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 a surrogate for the calendar year. Winners for 2024 are:

Motor glider – Chester Fitchett – Cu Nim Gliding Club

In past years, we have remarked on the outstanding flying Chester has been doing exploring the lee waves set up by the Rocky Mountains, thereby enhancing understanding of the cross-country potential afforded by that weather phenomenon. During the 2024 OLC year, that quest led to Chester making a flight that surpassed all previous Canadian soaring achievement in several metrics.

His best flight saw him in the air for almost 12 hours, covering 1735 km in the six legs of the flight and earning 1577 OLC points. Self-launching from the Cu Nim Gliding Club airfield near Diamond Valley, AB on 12 April, Chester used his engine to contact the wave to the southwest. He then flew three long out and return paths, the first to the Canadian border, and the

second and third each deep into the United States. His furthest reach was over the Rockies due west of Great Falls, Montana. Embedded in the flight was a Canadian record for a Free 3-turnpoint distance of 1384.8 km.

Pure glider – Luke Szczepaniak – SOSA Gliding Club

Luke achieved the highest scoring flight in Canada flown in a pure glider during the 2024 season. Launching from the SOSA airfield on 11 June, he earned 708 OLC points during a flight covering a distance of 617 km. The flight was flown in a Schleicher ASW-27, a glider in the 15m Class. Luke posted a pilot's comment to the OLC, saying his flight was "Like four different days in one. Lots of switching gears." Almost a metaphor for cross-country soaring at the highest level. Clearly, a well-earned trophy!

"200" Trophy

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 originating 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.

Jesse Miller – SOSA Gliding Club

Jesse has been growing his cross-country soaring skills flying his ASW-20 out of the SOSA airfield at Rockton, ON. In the 2024 OLC season, he achieved a step change in flight average speeds, which paid off in OLC points – a total of 2832 points from his best six flights during the season.

July 26	612 points	503 km	81 km/hr
June 24	503 points	428 km	77 km/hr
Sept 16	476 points	409 km	85 km/hr
July 1	468 points	384 km	59 km/hr
June 24	404 points	339 km	73 km/hr
June 15	368 points	369 km	85 km/hr

Stachow Trophy – maximum height achieved

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 5000 m). (Note: the calendar year is the basis used for the Stachow Trophy, with OLC data used to determine the winner.)

Frederic Bourgault – Vancouver Soaring Association

On 8 October Frederic attained the altitude of 8390 m (27,525 ft), earning the Stachow Trophy for 2024. That height also earned him his Diamond climb, being greater than 5000 m. This achievement was well earned; Frederic took a total of eight tows during the Fall Cowley camp, connecting with the wave five times, learning intensively as he did so.

Silver C-Gull Trophy

The Silver C-Gull Trophy is awarded to the youngest pilot earning the Silver C badge during the year, provided that pilot is under the age of 21 years. Thus it fosters and celebrates both up and coming young pilots and badge flying.

Daniel Nazarko – Cu Nim Gliding Club

Daniel – under 21 years of age? Daniel completed the requirements at age 16 years 283 days! Clearly the sky's the limit, the only limit, for Daniel.

Walter Piercy Trophy – Instructor of the Year

Mike Maskell – Winnipeg Gliding Club

This year the Walter Piercy Trophy is awarded to Mike, who instructs, but also does so much more at the Winnipeg Gliding Club. He has been an active instructor since 1981. During 2024, he devoted his time and energy to benefit students on 50 instructional flights. His list of other contributions is long: included are 37 fam flights and availability as relief tow pilot, and he is the club AME for glider maintenance. Club President from 2018 through 2024, he coordinates the Manitoba Soaring Scholarship program and writes a regular weekly review of club activities.

Hank Janzen Award

For outstanding contributions to safety in soaring. The Hank Janzen Award is awarded on the judgement of the Flight Training and Safety Committee, reflecting high regard earned by the recipient amongst his Safety Officer peers.

Hans Juergensen – SOSA Gliding Club

This year the award was presented to Hans Juergensen, Safety Officer for SOSA. The award nomination form submitted by SOSA provides a strong endorsement of his contribution to the safety culture and processes at his club over many years – it cites meticulous execution of duties, excellence in results, and a steady improvement in safety performance for the club as a whole.

Jim McCollum Award for Innovation

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

Sean Christie – SOSA Gliding Club

For 2024, the Jim McCollum Award is presented to Sean Christie, Secretary & Vice-President of SOSA. Sean earned the Award through spearheading the implementation of several technology projects at SOSA. A brief summary of his contributions includes:

- Registration of SOSA with *TechSoup*, a resource for nonprofits to access free or discounted technology solutions;
- Implementation of Google Workspace for Nonprofits, including centralized document storage, real-time collaboration on work processes, enhanced security, an improved email platform and much more;
- Adoption of the *Take Up Slack* suite of web-based applications for glider operations; and
- a new website.

A most impressive body of work for any club Secretary.

Roden Trophy – Club soaring skills development

Edmonton Soaring Club

The Edmonton Soaring Club has earned the Roden Trophy for 2024. The club achieved a “Roden point score” of 78.84. Amongst the 52 regular flying members of the club, there were thirteen A, B and C badges presented. Club members completed five Silver badge legs and four legs towards Gold and Diamond badges. A highlight for the club was Melanie Paradis earning three Canadian records.

SAC Special Recognition Award

The Soaring Association of Canada recognizes volunteers who have given their time and effort to benefit the sport of soaring in Canada in a wide range of ways.

For 2024, SAC extends recognition to the members of the **Toronto Soaring Club** for achievement of a new hangar.

With leadership from the new hangar committee, the club established a financial plan for payment towards the new hangar. That plan proved viable, setting a minimum cash-in-hand to be maintained while growing funds through: donations from members, former members, government, pre-paid rental of space in the future hangar, loans from members at zero interest, and loans from members at low interest rates. The club “decided to ask”, and was very pleasantly surprised by the answer, by the potential support waiting to be drawn upon. The club now has a new hangar.

WEB SITE 2024 – Patrick McMahon

The past year matched a similar pace of activity as past years with few clubs reaching out to inform the Web Editor of planned events to post on the calendar on *SAC.ca*. A variety of updates to SAC resources were processed and uploaded to the site. There is concern that approved records are not cascading to the website. All changes to the website are logged at *twitter.com/canglide* which is publicly available without a login required.

It should be a good year for the web presence from SAC with a renewed “FORUM” and scoping a new, more stable and flexible website. We continue to re-share posts from clubs, now without context, to try to amplify the reach in the days following the original post. If you’d like announcements shared through *SAC.ca*, please direct those requests to *webeditor@sac.ca*, only information that is sent to this email is actionable for processing to the website.

CANADIAN SCORING RECORDS (as of 3 February 2009)

I Awarded on first attempt in Canada - first U.S. attempt to receive credit.
C Awarded in only one country - same distance - and only if it is more "Canadian" record than U.S. record.

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE		
	DISTANCE (km)	RECORD	OPEN	15 METRE	CLUB	RECORD	OPEN	15 METRE	CLUB	RECORD	
3.1.5a Distance to Goal Miss 4000	David MacLean 1000.0	707.0	1004	Miss 4000	707.9	1004	Tim Wood	412.4 T	2010	Antonia Whiteside	
3.1.5b Free Distance Miss 4000	David MacLean 1000.0	1003.0	1004	Miss 4000	1003.0	1004	Adam Zehn	807.7 0	2010	Ursula Whiteside	
3.1.5c Out & Return Distance	Tim Wood 600.2 T 2010	1125.0	1004	Miss 4000	1125.0	1004	Ursula Whiteside	807.0	1004	Ursula Whiteside	
3.1.5d Free Out & Return Distance	Brian Miller 600 T 2010	1125.0 C 2009	1004	Tim Wood	1032.1 0	1005	Ursula Whiteside	388.0 T	1994	Ursula Whiteside	
3.1.5e Three Turn Point Distance	David MacLean 1000.0	861.6 T 2010	Tim Wood	862.0 T 2011	Tim Wood	862.1 T	2010	Ursula Whiteside	810.3 0	2009	
3.1.5f Free Three Turn Point Distance	Adam Zehn 1424.1 C 2010	1424.1 C 2010	Adam Zehn	1474.1 0 2010	Adam Zehn	1474.1 0	2010	Ursula Whiteside	793.2 0	2009	
3.1.5g Triangle Distance	David MacLean 1000.0	1384.6 T 2009	Tim Wood	1002.4 T 2009	Tim Wood	862.1 T	2009	Ursula Whiteside	808.7 T	1999	
3.1.5h Free Triangle Distance	Adam Zehn 1424.1 C 2010	1424.1 C 2010	Adam Zehn	1474.1 0 2010	Adam Zehn	1474.1 0	2010	Ursula Whiteside	802.0 C	2009	
3.1.5i Triangle Distance	David MacLean 1000.0	2076.4 C 2012	Chris Miller	2076.4 0 2012	Chris Miller	1804.1 C	2012	Ursula Whiteside	317.9 T	1999	
3.1.5j Triangle Distance	Adam Zehn 1424.1 C 2010	803.7 T 1992	Ursula Whiteside	803.7 T 1992	Chris Doughty	701.2	2010	Ursula Whiteside	802.0 C	2009	
3.1.5k Free Triangle Distance	Adam Zehn 1424.1 C 2010	1017.3 C 2014	Peter Monk	1007.0 0 1997	Chris Doughty	777.1	2010	Ursula Whiteside	398.4 T	2004	
3.1.5l Free Triangle Distance	Chris Doughty 1000.0	777.1 T 2014	Chris Doughty	777.1	2010	Chris Doughty	777.1	2010	Ursula Whiteside	624.2 C	2007
ALTITUDE (m)											
3.1.7a Gain of Height	David MacLean	844.9	1994								
3.1.7b Absolute Altitude	Bruce Hines Winter 2008	1044.8 T 1991									
	Winter 2008 Winter 2008	1244.9 C 1974									
SPEED, CAR (km/h)											
SAC 300 km	Tim Wood Winter 2008	124.5 T 2010	Hal Wernhauer	116.2	1993	Bruce Hinesen	114.9 T	2002	Ursula Whiteside	65.9 T	1991
3.1.6a 500 km	Karen Bannister Winter 2008	125.3 C 1994	Winter 2008	117.1 C	1992	Jerry Stenhouse	126.4 C	2007	Tim Wood	132.3 C	2009
SAC 750 km	Winter 2008	146.0 C 1994	Winter 2008	120.9 C 1994	Winter 2008	125.3 T 1992	126.1 T	2008	Tim Wood	160.0 C	2002
						Winter 2008	126.4 C	2007		not claimed	
										144.1 C	2011
										144.1 C	2011

Altitude records do not apply for 15m or Club class.

CANADIAN SCORING RECORDS (as of 3 February 2009)

I Awarded on first attempt in Canada - first U.S. attempt to receive credit.
C Awarded in only one country - same distance - and only if it is more "Canadian" record than U.S. record.

SAC 300 km	Tim Wood Winter 2008	124.5 T 2010	Hal Wernhauer	116.2	1993	Bruce Hinesen	114.9 T	2002	Ursula Whiteside	65.9 T	1991
3.1.6a 500 km	Karen Bannister Winter 2008	125.3 C 1994	Winter 2008	117.1 C	1992	Jerry Stenhouse	126.4 C	2007	Tim Wood	132.3 C	2009
SAC 750 km	Winter 2008	146.0 C 1994	Winter 2008	120.9 C 1994	Winter 2008	125.3 T 1992	126.1 T	2008	Tim Wood	160.0 C	2002
						Winter 2008	126.4 C	2007		not claimed	

CANADIAN SCORING RECORDS (as of 3 February 2006)

T Awarded for a single achievement in Canada - limited to "chess" - second in the same game.
C Awarded for activity outside Canada - limited only if it is home "chess" - non-club mate.

RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE		
	SPEED, TRUNKOLIS (mm/s)	SAC	SAC	SAC	SAC	SAC	SAC	SAC	SAC	SAC	
3.1.6b 100 km	Tim Wood	153.3	2012	Tim Wood	153.3	2012	Tim Wood	172.3	2012	Trade Work	105.0 C
3.1.6b 200 km	Bruce Hansen	154.2 T	2014	Bruce Hansen	154.2 T	2016	Bruce Hansen	154.5	2016	Trade Work	105.0 C
SAC 200 km	Michael Shulter (Thomas Shulter)	160.6 C	2014	Joerg Butcher	159.2 C	2017	Joerg Butcher	127.4 C	2017	Trade Work	98.9 C
3.1.6b 300 km	Bruce Hansen	154.2 T	2014	Bruce Hansen	154.2 T	2016	Bruce Hansen	154.9 T	2016	Trade Work	98.1
SAC 400 km	Michael Shulter (Thomas Shulter)	160.6 C	2014	Joerg Butcher	159.2 C	2017	Joerg Butcher	127.4 C	2017	Trade Work	98.1
3.1.6b 500 km	Tim Wood	153.3	2012	Tim Wood	153.3	2012	Tim Wood	154.5 T	2016	Trade Work	95.9 C
SAC 500 km	Michael Shulter (Thomas Shulter)	160.6 C	2014	Joerg Butcher	159.2 C	2017	Joerg Butcher	128.9 C	2014	Trade Work	95.9 C
3.1.6b 750 km	Joey Scandrett	153.9 T	2014	Werner Wahr	155.7 T	1991	Chris Cough	94.4 T	2016	Trade Work	91.5 T
SAC 750 km	Peter Henn	161.2 C	1993	Joerg Butcher	159.2 C	2017	Joerg Butcher	127.4 C	2017	Trade Work	112.9 C
3.1.6b 1000 km	Willy Kue	158.5 T	1992	Willy Kue	158.4	1992	Spencer Matheson	94.4 T	2016	Trade Work	91.5 T
SAC 1000 km	Thomas Shulter (Thomas Shulter)	153.3 C	2014	Thomas Shulter (Thomas Shulter)	153.3 C	2014	Thomas Shulter (Thomas Shulter)	127.4 C	2014	Trade Work	144.3 C
3.1.6b 1000 km	Thomas Shulter (Thomas Shulter)	153.3 C	2014	Peter Hennix	155.6 C	1997	not claimed	not claimed	not claimed	not claimed	153.3 C
SAC 100 km	Tim Wood	160.3 T	2012	Tim Wood	160.3	2012	Tim Wood	158.5	2012	Trade Work	105.4 C
SAC 200 km	Paul Zehet	153.7 C	2004							Trade Work	105.4 C
SAC 300 km	Joerg Butcher	158.1 T	2002	Tim Wood	158.2 T	2002	Mark Butcher	154.4 T	2010	Trade Work	129.1 C
SAC 400 km	Thomas Shulter (Thomas Shulter)	158.3 C	2017	Adam Zehet	151.7 C	2010	Adam Zehet	142.9 C	2010	Trade Work	129.1 C
SAC 500 km	Tim Wood	152.2 T	2002	Tim Wood	152.2 T	2002	Tim Wood	125.6 T	2002	not claimed	not claimed
SAC 600 km	Thomas Shulter (Thomas Shulter)	158.3 C	2017	Adam Zehet	151.7 C	2010	Adam Zehet	142.9 C	2010	Trade Work	142.9 C
SAC 700 km	Tim Wood	152.7 T	2010	Tim Wood	152.7 T	2002	Tim Wood	112.6 T	2002	not claimed	not claimed
SAC 800 km	Thomas Shulter (Thomas Shulter)	158.3 C	2017	Adam Zehet	151.7 C	2010	Adam Zehet	142.9 C	2010	Trade Work	142.9 C
SAC 900 km	Tim Wood	152.7 T	2010	Tim Wood	152.7 T	2002	Tim Wood	112.6 T	2002	not claimed	not claimed
SAC 1000 km	Thomas Shulter (Thomas Shulter)	158.3 C	2017	Adam Zehet	151.7 C	2010	Adam Zehet	142.9 C	2010	Trade Work	142.9 C
SAC 1100 km	David Matheson (Adam Zehet)	157.1 T	1973	Tim Wood	153.9 T	2014	Adam Zehet	142.9 C	2010	not claimed	not claimed
SAC 1200 km	Adam Zehet	151.7 C	2004	Adam Zehet	151.7 C	2010	Adam Zehet	142.9 C	2010	not claimed	not claimed