

SOARING ASSOCIATION OF CANADA

A photograph of a mountainous landscape from an aerial perspective. In the foreground, the white wing of a glider is visible, extending from the bottom left towards the center. The mountains below are rugged, with exposed rock faces and patches of green vegetation. The sky is clear and blue.

**ANNUAL
REPORTS
FOR
2019**

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

SAC Board of director & Zone reports

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

L'Association Canadienne de vol à voile a connu une excellente année 2019. Depuis 10 ans, nos adhésions se sont stabilisées annuellement à près de 1 000 membres. Vous verrez dans notre bilan financier 2019 que nous avons atteint une stabilité financière confortable. Les différents fonds créés dans les années 80 par des Directeurs visionnaires ont cumulés un capital qui les rend autosuffisants dans le but de combler les besoins financiers malgré une baisse du nombre de cotisation. Voici pourquoi nos frais de cotisations ont diminués de 120\$ à 80\$ il y a quelques années et qu'aucune augmentation ne soit nécessaire cette année. Ces différents fonds stimulent notre sport par l'entremise des 24 clubs de planeur Canadiens. Pour en savoir plus sur ces fonds, consultez le site Web sac.ca, section SAC-AVVC / Programmes.

Si vous vous demandez ce que l'ACVV-SAC fait pour vous, ou si vous vous demandez où vont les frais d'adhésion annuels que vous versez chaque année, je vous invite à lire notre rapport annuel. Les frais de cotisation de 80\$ sont déductibles d'impôt car nous sommes une association de sport amateur enregistré comme donataire reconnu, ce qui nous permet d'émettre des reçus officiels de dons. Il est important de noter que nous avons été audités par Revenu Canada en 2015. À part quelques détails corrigés, notre opération d'une Association canadienne de sport amateur est administré selon les règles de Revenu Canada. C'est très rassurant pour une organisation dirigée par des bénévoles. Nous acceptons également des dons pour l'un de nos trois fonds: le fonds Pioneer (à des fins générales), le fonds Wolf Mix (participation de l'équipe canadienne aux Championnats du monde de vol à voile FAI) et le fonds des cadets de l'Air / Jeunesse (bourses de formation pour les jeunes pilotes).

Vous trouverez également dans ce rapport plus de détails sur certains des programmes de l'ACVV-SAC :

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

Le programme pour l'amélioration de la sécurité des clubs de l'ACVV-SAC est maintenant de retour pour 2020 à 2022. SAC-ACVV engage 40 000 \$/an pour trois ans 2020-2022 dans un programme

visant à améliorer la sécurité dans les clubs, principalement par la formation initiale des instructeurs, la 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 1000 \$ pour nos plus petits clubs, qui était de 500 \$ dans le programme 2015-2017. Une liste des dépenses éligibles dans le cadre du programme d'amélioration de la sécurité est disponible, mais il pourra aussi inclure tout ce qui a rapport à la formation des instructeurs et améliore la sécurité. Pour plus d'info, rendez-vous sur notre site internet.

2019 fut excitant car le Canada fut l'hôte des 3ièmes championnat de planeur FAI-Pan Américain. Cette compétition d'envergure sanctionnée par la FAI s'est tenue du 29 juillet au 14 aout 2019 au club de SOSA. Jerzy, Sergei et Joerg ont terminé 1er, 2e, 3e et Dave a terminé 6e dans la catégorie 18m. Luke a terminé 1er et Paul 8ème dans la classe Handicap. Rafael, Krzys et Sylvain ont terminé 3e, 4e et 5e dans la catégorie club. C'est exceptionnel. Plus d'informations disponibles dans le rapport du comité sportif.

Un des moments forts de la fin 2019 est le retour de notre magazine Vol Libre après un moment d'absence. Le conseil d'administration de l'ACVV-SAC est heureux de retrouver la publication du magazine Free Flight/vol libre, maintenant que nous avons trouvé un nouveau rédacteur en chef: Ben Hornett, membre du club de vol à voile de Cu Nim. L'hiver dernier, l'ACVV-SAC avait lancé un appel à tous afin de trouver une personne responsable du contenu ayant comme but de nous garder en contact les uns avec les autres. Ben est désireux de combler cet objectif en cherchant des contributions de nos membres. Vous vous souviendrez que nous avions de la difficulté à récolter du contenu intéressant et des nouvelles nécessaires à une publication d'intérêt et utile. Nous avons donc tous un rôle à jouer à cet égard, soit en aidant Ben à nous aider. Réfléchissez à ceci et partagez avec vos collègues de notre communauté les expériences qui méritent d'être connues de tous. Ben a produit un seul numéro pour 2019. Selon votre contribution, nous visons trois ou quatre éditions pour 2020.

Malheureusement deux de nos amis pilotes de planeur canadiens sont décédés en planeur en 2019, tuant un instructeur et son élève-pilote lors d'une collision en vol impliquant un avion-remorqueur Cessna 182 et un planeur d'entraînement ASK-21. Le pilote de l'avion-remorqueur a pu atterrir par la suite sans encombre. Un rapport du BST sur cette tragédie est disponible au <<http://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2019/a19w0099/a19w0099.html>>

31 pilotes de planeur canadiens membres de notre association sont décédés en planeur au cours des 31 dernières années, dont 9 lors des 10 dernières années. Nous constatons une tendance à la hausse des collisions en vol en planeur au cours des 10 dernières années, tuant 2 pilotes de planeur en 2011 et tuant également en

2013 un instructeur de planeur et un passager ainsi que le pilote et le passager d'un Cessna 150. La collision en vol semble devenir une cause significative de décès en planeur au Canada quand on regarde les statistiques des 10 dernières années. La vrille/décrochage avec impact avec le sol continue d'être la raison principale d'accidents mortels de l'aviation de loisir. Malheureusement en 2017 et 2016, nous avons également perdu de façon tragique deux de nos amis pilotes de planeur de la région du Québec. La même situation d'accident mortel causé par une vrille/décrochage s'est produite aussi en 2013 dans la région de l'Ontario lors d'une vache aux nationaux. 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. Prenez un moment pour réfléchir que ça pourrait arriver à n'importe qui d'entre nous l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.

Lors des 4 des 10 dernières années, il n'y a eu aucun décès ni blessé grave au Canada. Il y a eu aucun décès en planeur lors de 14 des 31 dernières années, soit en 2018, 2015, 2014, 2010, 2008, 2006, 2001 et de 1993 à 1998. 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 ? En 2019, nous avons eu 11 accidents et deux décès en planeur. Nous avons des statistiques pour les 10 dernières années de 11.8 incidents rapportés et 0.85 pilote tués dans un planeur / 1 000 pilotes par année. La Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Les statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. 12 pilotes pourraient endommager sérieusement leur planeur et se blesser gravement si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Espérons que ça ne sera pas le cas. Selon les statistiques, les instructeurs ainsi que les pilotes expérimentés semblent les plus à risque.

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

Avez-vous pris connaissance du programme national de Sécurité (SAC National Safety Program) disponible sur notre site Internet www.sac.ca, dans la section document / safety and training ? Est-ce que votre club y a adhéré et adapté son manuel d'exploitation ? Est-ce qu'il a été mis à jour sur une base régulière ? Faites-vous des audits de sécurité périodiques (3 ans min.) ? L'expérience récente est très importante, autant que l'expérience totale. L'hiver est notre pire ennemi, diminuant drastiquement notre expérience récente. Il nous faut voler régulièrement en saison, soit plus d'une fois par mois en saison. Il ne faut pas se gêner pour faire un vol avec un instructeur si on a le moindre doute. Soyez vigilant en 2020, car avec les dernières saisons ordinaires que la majorité d'entre nous avons eux, la faible expérience récente (des 12 derniers mois) peut nous rendre à risque d'avoir un incident ou accident. Analysons chacun nos carnets de vol et comparons nos vols faits récemment avec les années précédentes afin de voir si on est à risque.

J'espère que vous connaissez une des façons significatives de diminuer le taux de décès en planeur au Canada. Une façon prouvée très efficace est d'investir dans l'achat d'un FLARM. On nous rapporte que plus de 197 unités FLARM (68%) furent en fonction en 2019 dans les planeurs à des clubs canadiens. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC et recevez un retour de 5% par année sur les primes d'assurances. 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 FLARM ou de toute autre dépense qui améliore la sécurité à votre club. Un FLARM coûte environ 2000\$, 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 2020. »

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

Chaque année, la moitié de nos six directeurs du conseil d'administration de l'ACVV-SAC sont élus pour un mandat de 2 ans. Les directeurs des zones de l'Alberta, des Prairies et du sud l'Ontario furent réélus cette année sans opposition. Les membres du conseil d'administration de l'ACVV-SAC sont composées de :

Sylvain Bourque – Directeur de la zone Est depuis 2005 et Président depuis 2010, précédemment V-P de 2006 à 2009

Sylvain a commencé à piloter des planeurs en 1994, depuis il est un membre actif de l'Association Vol à Voile Champlain, étant impliqué tant dans la formation, le remorquage que la comptabilité en tant que trésorier de club. Il est instructeur de planeur de classe 1, détient une licence de pilote professionnel d'avion et un certificat avancé de pilote de drone. Il est également examinateur radio aéronautique et agent autorisé pour les licences planeur. Il est fier de faire partie de ce conseil d'administration composé de gens de tous les horizons qui sont très impliqués et qui représentent bien les intérêts de la communauté vélivole.

George Domaradzki – Directeur de la zone Est de l'Ontario depuis 2014 et V-P depuis 2016

George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et chef instructeur à Rideau Valley Soaring. Il coordonne les cours 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 tant que démographe en 2011, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine. Il aime voyager dans des contrées lointaines pendant les mois d'hiver.

Paul Parker - Directeur de la zone sud de l'Ontario depuis 2019

Paul adore voler, il a obtenu sa licence de pilote d'avion à 18 ans, mais il s'est mis au vol à voile dès qu'il fut possible. Il a étudié en Australie et a rejoint le Canberra Gliding Club en 1983, avant de devenir instructeur en 1986. Il a ensuite déménagé en Angleterre où il a enseigné au Lasham Gliding Club. De retour au Canada, il a pris une pause de 16 ans alors que ses enfants étaient jeunes. Ensuite il a rejoint SOSA, où il aime enseigner et aussi voler sur la campagne. En 2018, il a remporté les championnats canadiens dans la catégorie Club puis il a participé aux championnats pan-américains de vol à voile en 2019. Il aime partager sa passion du vol à l'énergie solaire.

Jay Allardyce – Directeur de la zone des Prairies depuis 2012 et trésorier depuis 2018, précédemment secrétaire de 2014 à 2017

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

Pavan Kumar – Directeur de la zone de l'Alberta depuis 2019

Pavan a fait sa formation de pilote privé avec les cadets en 2011 et est devenu un pilote remorqueur avec le club de Saskatoon. Avec Saskatoon, il a complété sa formation de pilote de planeur et son annotation d'instructeur. Depuis sa fondation en 2013, il est maintenant chef instructeur du club Lethbridge. Ils appellent Cowley leur base et accueillent les autres pilotes des autres clubs de venir voler avec eux, essayer un treuil leur Grob twin remis à neuf et invite à collectionner les diamants à cette mine canadienne de diamants. Ses objectifs sont le vol en montagne, la voltige, développer le site de planeur de Cowley et former des amis pilotes et instructeurs.

Bruce Friesen – Directeur de la zone du Pacifique depuis 2016

Bruce est fasciné depuis toujours par les machines volantes. Ce n'est qu'après un vol de familiarisation en 1969 qu'il trouve sa passion « le planeur a grimpé, sans moteur ! ». Depuis 1983, il poursuit cette passion d'extraire autant d'énergie que possible de l'atmosphère en jouant aux échecs avec le ciel tout en se concentrant sur de longs vols avec son Austria Standard en bois, ça Scarlet Lady. Son frère

cadet, le Discus, s'est récemment joint à son Austria Standard. Il n'est pas pilote de remorqueur ni instructeur, mais Bruce espère contribuer à ce sport en tant que membre du conseil d'administration de l'ACVV-SAC et comme historien de l'ACVV-SAC. Retraité, il vit sur la côte ouest comme un vagabond, appréciant voler sur de nouveaux sites. Lorsqu'il ne plane pas, on peut le trouver au Musée canadien de vol à l'aéroport de Langley polissant des avions anciens et faisant la promotion enflammée du vol à voile aux morauds de l'aviation qu'il rencontre.



The Soaring Association of Canada had a good year in 2019. For the last ten years, our membership has stabilized at about 1000 members. You will see in the SAC 2019 financial report that we are in a comfortable and stable financial position. The different trust funds created by visionary directors have grown since 1980 to a level that makes it self-sufficient to compensate membership fees lost from that time. That's why our membership fees dropped from \$120 a few years ago to \$80 and no increase is needed for this year. These funds stimulate our sport in Canada through its clubs. For more info on these funds, look at the sac.ca website, SAC-AVVC / Programs section.

If you ask yourself what SAC is doing for you, or if you wonder where the SAC annual membership fee goes that you are giving every year, I invite you to read our annual report. The whole amount is tax deductible since we are a RCAA and can issue official donation receipts. In 2015, SAC-ACVV was audited by the CRA. Except for a few corrected details, our Canadian amateur athletic association (RCAA) is administered in accordance with the CRA rules. This is very reassuring for an organization run by volunteers. It is also very reassuring to have devoted directors on our board. We are also accepting donations to one of our three funds: Pioneer fund (for general purpose), Wolf Mix Fund (Canadian team participation to FAI World Soaring Championships) and the Air Cadet / Youth fund (soaring training bursaries for youth members).

You will also see in this report more details on some of the SAC-ACVV programs:

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

The SAC-ACVV Safety Improvement Grant is now back for 2020 to 2022. SAC-ACVV is committing \$40,000/year for three years 2020-2022 in a program for the purpose of enhancing safety in clubs, mainly for instructor initial training, refresher and class upgrading. This money will come in the form of direct grants to all clubs, shared on a pro-rata basis with a minimum grant level of \$1000 for our smallest clubs, which was 500\$ in the 2015-2017 program. The FT&SC will prepare a list of eligible expenditures under the program that will include anything related to in-

structor training or safety enhancement. For more information, please visit our website.

2019 was an exciting year because Canada hosted the 3rd FAI Pan-American Gliding Championships, held from 29 July to 14 August at the SOSA Gliding Club. Jerzy, Sergei and Joerg finished 1st, 2nd, 3rd and Dave finished 6th in the 18m class. Luke finished 1st and Paul 8th in the Handicap class. Rafael, Krzys and Sylvain finished 3rd, 4th and 5th in the Club class. This is exceptional. More info available in the Sporting committee report.

One of the highlights of the end of 2019 is the return of our *Free Flight* magazine after a moment of absence. The SAC board is pleased to have *Free Flight / vol libre* back in production now that we have found a new editor, Ben Hornett, member of Cu Nim Gliding Club. Last winter SAC sent out a call for a 'content person' to support all the SAC tools by which we as a soaring community stay in touch with each other. Ben is keen to fill that gap, actively seeking out contributions. As you will recall, we found ourselves challenged to collect all the interesting articles and news items necessary to produce a useful, compelling publication. We each have a role in that, helping Ben help us. Please, each of you, put on your thinking caps, and share with your compatriots across the country. Ben completed one issue of *Free Flight* for 2019; for 2020, with your help, we are shooting for three or four.

Unfortunately, there was a double fatality in a glider in Canada in 2019, killing an instructor and a student pilot in a midair collision involving a Cessna 182 towplane and an ASK-21 glider. The towplane pilot was able to land after the midair collision. The BST report on this tragedy is available on <<http://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2019/a19w0099/a19w0099.html>>

Thirty-one Canadian glider pilots lost their lives in gliding over the last 31 years, nine in the last ten years. We see a rising trend of glider mid-air collisions in the last ten years in our gliding community, killing two glider pilots in 2011 and also killing a glider instructor and a passenger and the pilot and passenger in a Cessna 150 in 2013. Midair collision is now the leading cause of glider death in Canada if we look at the fatality statistics of the past 10 years. Stall/spin with collision with the ground continues to be our number one fatal accident category. Unfortunately in 2017 and 2016, we tragically lost two of our glider pilot friends from the Quebec region, each in a stall/spin collision with the ground. Same stall/spin collision with the ground accident happened in 2013 in the Ontario region in an outlanding at the Nationals. All these fatal accidents were catastrophic for the family, friends and for the members of these two clubs. Due to the gravity of these fatal accidents, we can't ignore them. This is why I put so much importance to make sure all SAC members raise their awareness to the highest level and protect them all from repeating this. We all need to be concerned about the risks related to our sport. Take a moment to have a thought for them, their friends, spouse, kids, mother, dad and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself.

In four of the last ten years, there was no fatality or seriously injured pilot within SAC. There was no fatality on 14 of the last 31 years, so in 2018, 2015, 2014, 2010, 2008, 2006, 2001 and from 1998 to 1993. Remember that our sport is not without serious risks that can become tragic. We have to do everything possible all the time to improve the safety of our sport. What is your personal participation in safety for yourself and for all? For this year, our members had eleven accidents and two fatalities. The last 10-year average is 11.8 accidents and 0.85 fatality/1000 pilots per year. Norway has a fatality rate of 0.1 fatality/1000 pilots per year. Statistics suggest that one of our club members could die gliding this season and twelve may either seriously damage their gliders or be injured if we don't raise our safety and self-discipline level. Let's all work towards that not being the case. Instructors and experienced pilots seem more at risk if we look at the statistics.

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

Have you read the SAC National Safety Program available on the SAC website, in the document / Safety and Training section? Does your club follow it and included it in the operation manual? Are they updating it on a regular basis? Are you doing a safety audit on a regular basis (every 3 years). Recency is very important, as much as the total experience. Winter is our worst enemy as it lowers our currency. Fly often during soaring season, more than once a month or at least do a circuit with an instructor before flying if you have doubts. Be vigilant in 2020 because many of us have low recent flying time in recent years and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your log book and compare the flight time you did recently with the previous years to see if you are at risk.

I hope you all know FLARM is one of the good ways to significantly improve safety and stop fatal midair accidents involving gliders. It is a proven device and a very good investment for your safety. We are told that more than 197 (68%) FLARM units were used in 2019 in gliders at Canadian clubs. Depending on the value of the glider, the FLARM pays for itself in 7-12 years when you insure with the SAC plan because of the 5% rebate on insurance premiums you receive every year. A FLARM costs around \$2000 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club

to take action. Please let my first words from next year's report be, none of our friends died in a glider in Canada in 2020.

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

Every year, three of our six SAC directors are up for election. The Alberta, Prairies and Southern Ontario Zone Directors were re-elected this year by acclamation. The members of the Board of Directors for 2020 are:

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

Sylvain first flew a glider in 1994, since then has been an active member of AVV Champlain, involved in training, towing, and in accounting as club treasurer. He is a Class 1 glider instructor, holds an Airplane Commercial Pilot Licence and advanced drone pilot certificate. He also is an aeronautical radio examiner, and an authorized person for licensing. He is proud to be part of this board which has such a wide variety of backgrounds and a huge involvement in the soaring community.

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

George has been flying gliders since 1998 and is an instructor since 2004. He is currently President and Chief Flight Instructor of Rideau Valley Soaring. He also coordinates the Ottawa area glider pilot ground school and has given theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instruction. He retired from the Federal Government where he was a demographer, enabling him to carry out more flying and instruction during the week.

Paul Parker – Southern Ontario Zone Director since 2019

Paul loves flying, obtained his PPL at 18, and turned to gliding as soon as he could. He studied in Australia and joined the Canberra Gliding Club in 1983, becoming an instructor in 1986. He then moved to England where he instructed at Lasham Gliding Club. Returning to Canada, he took a 16 year break while his children were young and then joined SOSA where he enjoys instructing and cross-country. In 2018 he won the Club class at the Canadian Nationals and then flew in the Pan-American Gliding Championships in 2019. Sharing glider flight is a passion.

Jay Allardyce – Prairie Zone Director since 2012 and Treasurer since 2018. Also served as SAC Secretary from 2014 to 2017

Jay began hanging around the airfield at the age of seven and started taking lessons as soon as he was able to reach the rudder pedals. He has been flying gliders since 2001 and is particularly passionate about cross-country soaring. He is the Chief Flight Instructor and towpilot at the Winnipeg Gliding Club. He has flown in several soaring competitions and was the junior OLC champion for Canada for several seasons. He owns a share in an ASW-19 and enjoys flying cross-country whenever possible. To fund his addiction, Jay works as a director for an aviation

company and buys, sells, leases, and parts out regional jets. He enjoys playing hockey and golf when he can't be in the air.

Pavan Kumar – Alberta Zone Director since 2019

Pavan completed a PPL with the Air Cadets and in 2011 became a towpilot with Saskatoon Soaring Club. With SSC he completed both GPL and FI before moving to Lethbridge and has served as CFI of the Lethbridge Soaring Club since it started flying in 2013. They call Cowley their home field and he welcomes other clubs and pilots to fly with them, learn to winch in their newly refurbished Grob Twin Trainer, and collect diamonds at Canada's Diamond Mine. Current goals include mountain soaring, acro training, developing the Cowley Soaring Center site, and training of fellow pilots and instructors.

Bruce Friesen – Pacific Zone Director since 2016

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

PACIFIC ZONE – Bruce Friesen

I was delighted to have the opportunity, during 2019, to visit all three active soaring sites in the Pacific Zone. What a pleasure. Each of the three places – Hope, Invermere and Port Alberni – feature beautiful scenery best enjoyed from a glider soaring over the mountains and lakes, interesting and challenging soaring opportunities, and a great group of folks welcoming to visitors.

The Vancouver Soaring Association has worked hard to strengthen their club, with a new hangar and a modern fleet of gliders, and a social atmosphere based on a strong sense of community. The Hope airport is a gorgeous place to spend some time; the Hope area has perhaps underappreciated tourist potential, sitting as it does at the entrance/exit to the mountains. Any glider pilot driving by would enjoy a break in that area, and any glider pilot visiting Vancouver could give Hope serious consideration in competition with the more obvious day trips such as Whistler. The flying at Hope includes ridge, thermal and wave lift, often all three on the same day; often a soaring day even under a grey sky using ridge lift.

Invermere is well known to Canadian soaring pilots, given the exploits of the local experts as posted on the OLC. It is all that, and more. The resident club, the Canadian Rockies Soaring Association, provides a vibrant social element inclusive of

visitors. Trevor Florence and his Invermere Soaring Center team are eminently capable of introducing those new to mountain flying to safe enjoyment of the Columbia River Valley and; equally helpful, dialing mountain experts into the local conditions. Again, well worth putting that dot on the map of your western Canada loop, particularly if on a soaring safari.

Port Alberni is a hidden jewel in the Canadian soaring firmament. A great group of folks, doing amazing things in their remote valley. Again, this is a combination of club and commercial operation that, together, work effectively to support the needs of visiting pilots, whether that is someone interested in a scenic flight in a beautiful landscape or someone interested in intensive training in an environment conducive to rapid progress. Except, their valley is not really remote, as it is right on the tourist route across Vancouver Island from the populated east side of the island to the wild west side of Long Beach, Ucluelet, Tofino and the West Coast Trail. A glider pilot touring the Island should check it out because it may be a great fit to your itinerary. See the Fall 2019 issue of *Free Flight* for more information.

Yes, there is a theme to this report! We are way over here, in the west, but we are here. You may well be here also, on a road trip or on a more focused soaring safari vacation. Look us up!

Alberni Valley Soaring Association – Allen Paul

In 2019 the Alberni Valley Soaring Association had a good season with cooperative weather for the most part. This year saw no forest fire smoke hindering visibility in the valley. By season's end the hours flown were on a par with previous years totals.

We continue to look at options for improving the surface condition of the grass in the staging area and on either side of the runway. The extended and widened runway has been quite helpful in improving our flexibility. The grass strip alongside the runway which serves as our alternate landing area has now been rolled as has the grass staging area which will make it much easier to push gliders on and off the runway. We have more seeding to do this spring to thicken the grass coverage in the staging area.

Our membership continues to increase at a slow but steady rate. Regular membership increased to eleven in 2019 and the number of associate members who concentrated on flying the PW-6 of the Vancouver Island Soaring Club (VISC) increased to nine. At last review the PW-5 logbook showed 33.5 hours flown over 35 flights in 2019 with additional hours flown by a variety of privately owned gliders. One of our goals in 2020 is to expand the utilization of the PW-5.

On the instructional side the VISC PW-6 flew several recurrent training flights for local and visiting glider pilots. Two students began and completed the glider pilot training syllabus and will be concentrating on increasing their experience on the club PW-5 in 2020. A third student began his training later in the season and is anxious to continue the program and achieve the license standard once the 2020 season is underway. We also had one youth who had obtained his gliding licence through the Air Cadets the previous summer join the club to acquire more

gliding experience. He benefitted from financial sponsorship from SAC and AVSA Bursary funds and has now completed his checkout in the club PW-5. Thank you to SAC and to the club members for the financial support which has been instrumental in defraying some of the training costs to our younger members.

Our efforts this past year focused again on improving AVSA participation in the OLC soaring competition. Club members continued to explore the cross-country opportunities in the Alberni Valley, soaring along the Beaufort Range as far west as the Comox Glacier and as far east as Mount Arrowsmith. Thermal strength in the early part of the season was well above average with cloud bases easily exceeding 10,000 ft. In a valley with some serious geographic barriers, members were quick to capitalize and extend their typical cross- country ranges.

We expect 2020 to be another building year for our club members. With the glider remaining assembled in the hangar and having access to air tows seven days a week from the VISC, the PW-5 is available week long to offer members and qualified visitors the opportunity to fly for several hours at a time on week days and weekends. For those glider pilots looking for a small friendly place to visit in 2020 we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley. Have a great 2020!

Canadian Rockies Soaring Club – Wes James

23 pilots completed 343 flights on OLC for a total of 84,016 points. This put us #1 in the country. Our weather was not the best for consistent soaring days as we had a number of low pressure cells roll through the valley throughout the season. However, the additional rain kept the forest fires and the resulting smoke to a minimum.

In late May we had two pilots visit and soar in the valley. Keith Essex towed his ASG 32 up from Minden, Nevada, and Justin Wills, New Zealand, joined Keith for some epic flights. A quick review of their flights on OLC shows the mountainous terrain and the vast distance covered on their flights. They thoroughly enjoyed their days spent soaring in the Purcells and Rockies and both Keith and Justin are planning a return.

We had two bursary students at our soaring camp in July. Ronan and Ryan were excellent students, both soloed and they are looking to return in 2020 to complete their pilot requirements.

Vancouver Soaring Association – Daan Wynberg

2019 was another fun year for soaring at Hope. Thankfully, and most importantly, it's been a safe year of flying.

The 2019 season saw some excellent flying conditions. Maybe this is just my perception, but over the last two years or so, it seems that more flights were achieved further from Hope than has been the case before. To some extent this is because there is a growing group of pilots who will attempt bigger cross-country flights, but also software such as *SkySight* and *RASP*, and a growing ability to interpret the condition predictions, is definitively helping.

Although we had a brief hiccup at the beginning of the season due to some frost heave that jammed the doors, the hangar has worked out really well this year. Startup and shutdown was two weeks earlier as well as two weeks later than in pre-hangar years, so having the hangar has already added about 4 weeks to the season, and I believe that going by the weather we saw over the weeks after shutdown that we can add at least another two weeks to this.

Unfortunately, as you will find with any club, the work is not evenly divided. Some end up doing much more than others, and this is a challenge I hope future boards will be able to address better than I have been able to do over the last seven years.

The duty roster system on Google Drive seems to have become the norm in providing for a live online mechanism to make it possible to plan and log duties, book student flights and ensure that the days are not overbooked with intro flights, or that instructors are swamped with too many students on a given day. This year we added a way for members to log whenever they did some duties or tasks around the club so that credit of a duty done could be given even if it wasn't a traditional instructor, towplane pilot, timekeeper or intro pilot duty. Mowing the lawn, maintaining the grounds, cleaning out the ATCO, sweeping the hangar, cleaning the clubhouse office, and so on, are duties that are just as important for the general upkeep and functioning of the club.

Unfortunately duties done by many around the club were not 100% diligently logged, so I don't know if the analysis we can do from this is accurate, but it seems pretty clear by looking at the tally of duties done by some members FAR exceeds the number of duties done by other members. It's only a matter of time when those who are always doing duties and getting stuff done around the club decide that they have done enough.

This year a major effort was made to attract youth members with several incentives supported also by SAC, but unfortunately, not through lack of trying, this effort was not a success, with only one student taking advantage of the program.

This is what the VSA achieved in the 2019 soaring season:

- 827 tow launches from Hope
- 675 flights in club gliders launched at Hope
- 158 flights in private gliders, not including 15 flights by Frank Pilz in his self-launcher and excluding launches by private gliders on away trips to Ephrata, Valemount and Invermere
- 186 instructed flights – a total of 96.6 hours of training
- 73 familiarization flights
- 2 solo flights, and including their B-badge flights
- 2 received their GPL
- 5 Bronze badges awarded
- 1 Silver Badge awarded

VSA focus continues to be on the next four things:

- Membership growth and retention,
- Sharing the work load (duties and tasks),

- Nurturing a fun and enjoyable place to go spend time for all,
- Keeping gliding safe and fun.

Several members went on an away trip to Ephrata in May 2019, which seems to have become a bit of an annual pilgrimage. In 2020 a two-place will also make the journey in order to do some advanced cross-country training and coaching.

ALBERTA ZONE – Pavan Kumar

I stepped into the role of Alberta Zone director January 2019 from Jordan Lewis whom I thank for his service to our soaring community.

The 2019 season was a difficult one that saw reduced flying for the Alberta clubs. On the positives, we saw amazing winter wave flights from new super ships, a successful provincial contest, and new badges and diamonds awarded. These in the same season of a wet spring and snowy fall that delayed the start of soaring and cancelled the bulk of the Fall Cowley Wave Camp. The largest annual event in Alberta, Summer Cowley Camp, was cancelled after the tragedy at Cu Nim the day before the camp would have started. We saw some very high end aircraft written off and very large insurance claims paid in a background climate of dramatic rises in insurance rates across the entire aviation industry. Heavy on my mind, one wonders if the effects of the reduced flying and increasing regulations and costs may begin to show in the membership morale and in our membership numbers.

I am then reminded how our members support each other, show their resilience and love of the sport. A love that creates a community, without which we would have a void in our lives. I for one appreciate this community and am honoured to give back to it through my involvement with the SAC BoD. When I first took the role I had been working on addressing SAC's support for marketing and promotion. I am pleased to have success in revising the program that I hope will have a positive effect on total member numbers in Canada. This will allow smaller clubs to promote the sport into new markets despite having a small budget with their priority likely focused on the flying operations. As a Board, we gave full support behind re-energizing our existing members and encouraging cross-country flying with promoting the Proving Grounds program to all of Canada – also started in Alberta. I've a lot to be proud of from my zone!

I also look forward to seeing focused support for instructor development over the next few years. Now is the time to brainstorm how to re-energize our instructors with new skills and experiences to boost their enthusiasm, supports to decrease workload, and tools to increase their efficacy both on and off the field. I am optimistic. We are a great community.

Cu Nim Gliding Club – Kerry Stevenson

The start of our 2019 season began with great enthusiasm and a look forward to achieving some lofty goals. We set our sights on growing our club and our sport with more introductory

glider flights, adding more members and ranking our club in the top 3 for OLC cross-country flying in Canada. A number of activities were planned to help us achieve those goals: hosting the Provincial Soaring Championships, a pre-season ground school held at Mount Royal University, promotional events with a local radio station, and a gliding display at the "Wings over Springbank" airshow. Also working with local schools and Air Cadet squadrons in presentations and events, we felt would propel our club and our sport forward.

Unfortunately what promised to be one of our best years ever, turned out to be the most tragic and challenging year in the club's long history.

The start of our season... Before the snow was off the runway, CFI Pablo Wainstein organized the ground school. It was well attended with an opportunity to teach our existing students and educate a host of potential students, it was a terrific way to start the year and attract new members.

Unsettled weather affected the momentum of our season, but many pilots were eager to brush up on their skills, and practise for the upcoming Provincial Championships. So there were several cross-country flights early in our year. Some were the spectacular (back before breakfast!) wave flights by Chester Fitchett in his Arcus M, and a few Cu Nim members had the joy of flying with him on these exhilarating excursions. Another Arcus popped up at the field with the father/son team of Chris and Rafal Dzwonek. They are feeling their wings as they get prepared for some spectacular flights! What comes with expensive new gliders? Three new "T" hangars were hatched under the brilliant design and management of Chester and the workmanship of Gerald Ince, Guy Peasley, and Chris and Rafal. The two "Arci" have a nest as does the Duo Discus ZH.

In March we had an unfortunate land-out accident and lost our ASW-28. We were very thankful the pilot was not injured in the crash. The glider's safety cockpit did its job and the pilot walked away from the accident. To meet the increased single-seater demand for our members, the club purchased an ASW-19 from a club member.

For the first time ever (or in recent memory) Cu Nim hosted the Provincial Championships and, thanks to Chris Gough our contest director and his team, it was a very successful competition. It was well organized with terrific support from our volunteers within the club, numerous sponsors, special events, and a Canada Day pig roast! There was even a tour at the *Hard Knocks Brewery*, our major sponsor! Eighteen contestants with 8-9 sailplanes competing all four days. For many it was their first contest with Patrick McMahon taking the first place trophy (flying the ASW-19!). Al Hoar and Allan Wood took turns in the DG-1000 to shepherd some pilots in their first cross-country competition flights.

Following the contest, a group of our pilots organized a soaring safari to Valemount BC to soar over the glacier-filled valleys of the Rockies and around Mt. Robson. A few spectacular flights were recorded before poor weather shut down the week!

Sadly, Cu Nim changed forever on the afternoon of 26 July when we lost promising student Adam Leinweber and senior instructor Allan Wood in an inexplicable mid-air collision between our towplane and the ASK-21. Only God knows how this happened. Cu Nim held a vigil very soon after the accident, attended by over 70 past and present members and friends and family of the fallen pilots.

It continued when a large contingent of present and past Cu Nim members attended Adam's funeral, and it continued when Cu Nim hosted a *Celebration of Life* for Allan at the club; it was an incredible event with over 200 of Allan's family, friends, fellow and past members, and pilots from every Alberta club attended to pay their respects and share their love of this man with his family and friends. The outpouring of support came from all across Canada. The evening featured a table of mementos of Allan, a slide show of his accomplished life, a moving speech and poetry reading by his wife Jo that left us all in tears, yet strengthened us. With a live cello accompaniment, Allan's ashes were scattered into the western sky from the DG-1000 while the sun was setting. There were words spoken by many of us about the impact he had on our lives, and in the night an incredible fireworks display was a fitting conclusion to the celebration.

Allan's contributions to our club over 18 years and Adam's passion for flying should stay with us. Let it influence us in the enjoyment we experience in our sport and in the caution and preparedness we bring each and every day, to ensure this never happens again. I am so proud of our members both past and present for their love, encouragement and respect during this time. We are Cu Nim strong.

Looking forward, the club has made a deposit on a new ASK-21B to be delivered in the spring of 2020. Our ASK-21 was a solid trainer for us and the executive was unanimous in the decision to purchase another one.

Lethbridge Soaring Club – Glen Lowe

The club had an interesting year. We were fortunate to have our Grob 103 refurbished over the winter. Greg Fleming was able to find us a heated hangar to work on it at the Lethbridge airport (thanks to a generous donor). Greg spearheaded the refurbishment with help from our members. We were able to have the upholstery replaced, interior painted, new FLARM installed, instrument panel refitted, new tire, a thorough cleaning, and a list of other items performed. We were excited when it was completed and when we were getting ready to load it in the trailer we had a mishap and the canopy was damaged. This set back our spring flying a few weeks, but fortunately we were able to fly our other club ship (the Schweizer 2-22).

I'm thankful for everyone in our club and their dedication to helping each other. We hope to keep growing and sharing our passion for soaring.

We were also quite busy in the spring with our recruitment drive. We were set up at the Pincher Creek and Crowsnest Pass trade shows. We also had a great response at two presentations at the west side Lethbridge library. Pavan had an

excellent presentation to a packed room of interested patrons. We gained four new members including two youth from these events! We also sold some fam flights and saw some excited people get behind the stick for the first time.

Our LSC summer camp was mostly fam flights and training flights. We are fortunate to have a high instructor-to-student ratio and glad to have good quality instructors. Jeff S. had a personal best flight of 1:20 hours from the winch and he climbed to 9800 feet. The summer camp was cancelled when we lost our friend and colleague Allan and student Adam. I was fortunate to have been introduced to gliding when Allan gave me a ride in the DG-1000 at Cowley some years ago. I remember how professional he was and we flew for over an hour! I was hooked!

We were able to do some work to the hangar and airfield prior to the fall camp including bracing the end wall which the wind had worked over during last winter (who knew it would get so windy at Cowley). We also replaced some shingles on the out-houses, and the fluid was drained from the toilets which took away the bidet feature! The camp saw a few flights before the snow hit. The Livingstone Range was brilliant with all the snow on them. The Grob had 107 flights (12 aero, 95 winch) with 31 hours total time. Our instructors mostly spent their flight time with students and the many familiarization flights this year. I'm thankful for everyone in our club and their dedication to helping each other. We hope to keep growing and sharing our passion for soaring.

Edmonton Soaring Club – Thorsten Duebel

The 2019 season had some challenges but also some great successes for the club. The key challenge was the weather – it was an unusually cold and wet season. Since our field sits on a big layer of clay, it takes a long time for the accumulated rain water to drain away. We lost many flying days because the timing of new rain was often such that the field was not useable even on sunny weekends.

The number of flights was similar to 2018, which was also a poor year. For both years, we're down about 1/3 from the long term annual average. Interestingly, total hours flown are up 22% over 2018, and incidents are down 5%, another very positive trend.

In early August, we had reached a point one weekend where we were prepared to move flying operations to the Vegreville airport, which has a paved runway. As it turned out, we managed to find enough dry spots on our field to operate from. We had a great day with 22 flights, and four gliders with five pilots attempting triangle A of the Proving Grounds program! This new province-wide initiative was taken up with great enthusiasm by ESC members. We had five pilots complete Triangle 1 (59.3 km), and one completed Triangle 3 (169.3 km). It's a great way to introduce pilots to cross-country flying. Not surprisingly, we did experience an increase in landouts, confirming that landing out is a normal part of cross-country soaring!

In late August the ESC held the annual Junior Development Camp with four pilots participating. The number of partici-

pants was affected by the fact that the Gimli Air Cadet Camp had a bad summer and was extended for an eighth week to complete more licences. Nonetheless, we did have a B badge and a C badge completed. A reporter from the local Lamont Ledger newspaper was out and did a story on the camp. She greatly enjoyed a familiarization flight!

We are continuing to upgrade the ESC fleet and facilities. Once we completed the import and certification requirements for our DG-1000S, we started introducing it to our members. It does pose some initial challenges for many pilots on take-off and landing because of its tall landing gear. It is beautiful to fly and will serve us well for advanced student and cross-country training, as well as fam flights. Several pilots transitioned to the SZD Jantar we acquired from a club member last year.

We finally retired our old bunkhouse, which had come to the end of its useful life. We found another one, much newer, bigger, and better equipped. That brings us to our final piece of news, the ESC will host the 2020 Canadian National Soaring Championship! We are very excited to bring this event to our soaring community. A major soaring event like this cannot be organized by the ESC alone, and we have good representation from other Alberta clubs on our organizing committee. So far, we have entrants from Ontario, Alberta, BC, and Washington state.

Visit the contest website at <http://cdnnats.soaringchampionships.ca/>, and consider registering to compete, or volunteer to support the event. There will be lots to do and experience!

Central Alberta Gliding Club – Leo Deschamps

In 2019 we started a bit late. There wasn't much flying to be done at all because of the rain and snow. However, we did have some accomplishments. We had a good number of familiarization flights. We had fewer students this year who continued through the whole season. But we did licence one new pilot. As for the private ships, there was less flying this season. However, there were a few good cross-country flights. Membership was down slightly which we attribute to the economy. We also welcomed Jerry Mulder back to the towpilot roster and me (Leo) to the flying roster after some brief medical issues.

Once again, one of our pilots, Nico Marais, flew his newly refurbished Ka6 and the plane looks fantastic. And one of the highlights of our season regarding aircraft was the maiden flight of Jerry Mulder's TES motorglider. Jerry and John Mulder have been working on this project for over 11 years and it is a thrill to see Jerry swell with pride when the aircraft takes to the air.

The COPA Western Convention was held at the Innisfail airfield this year. We lost a weekend of flying but many of the club members had volunteered at the event. The convention was deemed a huge success by COPA and the Innisfail Flying Club host, despite the marginal weather. Over 75 aircraft flew in. There was a movie night in the hangar, BBQs, seminars, camping and, of course, the nightly beer gardens where servers wore flight attendants gear and went up and down the aisles with old aircraft serving carts selling their beverages.

The other big change this year was *Big Sky Dive* merging with two other businesses to become *Albert Skydive Central* and continue their operations with two aircraft. We also had some airspace and radio changes that had a minor effect to the airport this year. These were implemented by NavCanada to accommodate the higher itinerant traffic from all around the Red Deer Airport, but mostly because of the high number of students at Montair.

Overall the season was successful, and we are looking forward to a fantastic 2020

PRAIRIE ZONE – Jay Allardyce

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

Winnipeg Gliding Club – Jay Allardyce

The 2019 soaring season was an exciting one for the Winnipeg Gliding Club as we finally received our two brand new PW6s. They arrived by sea container in February after a long journey by land and sea from Poland. After they arrived, our club President and AME was kept busy getting the gliders ready to fly. With his hard work and dedication, we were able to enjoy our first flights in the new gliders on April 27th.

The club completed 668 flights in 2019 which was a 21% increase over 2018's total of 549. The arrival of the new gliders no doubt spurred activity within the club driving the number of flights up. We also did many introductory flights throughout the season, several of which were flown during our 60th Anniversary Open House in July.

Speaking of anniversary, 2019 marked the club's 60th anniversary which is a very exciting milestone. As part of the celebrations, we had an open house on 14 July and invited the general public to come out and visit the club and enjoy discounted introductory flights. We completed 28 introductory flights during the open house with many more people who couldn't make it out dropping by in the weeks leading up to and following the event. We also received a lot of good press, with many of the major newspapers and TV stations featuring our club in the days leading up to the event.

The club flew a bit fewer OLC kilometers than 2018 but overall it was a decent year for cross-country. One particularly good day on the Monday of May long weekend saw several flights over 300 kms with two flights over 600 kms. The flights over 600 kms were the longest flown in Manitoba in recent memory (at least since the OLC began).

One sad note for 2019 was the loss of long-time member Larry Morrow who was a big part of the Winnipeg Gliding Club. Larry camped at the club every weekend and was a very active towpilot and instructor. He was also the club's Safety Officer for as long as I can remember. His absence was particularly noticeable this past season and we have big shoes to fill.

Looking forward to 2020, the club would like to leverage the PW6s to do more dual cross-country flying. On a related note, it has been a long time since anyone has officially tackled a record from the Manitoba Soaring Record Book so the club's unofficial Records Chairman has launched a challenge to see how many records we can pick off in the 2020 season. The dual-seat records are certainly low hanging fruit so we're hopeful that pilots will take on the challenge and knock off a handful of records in the PW6s this season.

Saskatoon Soaring Club – Fernando Garza

We started 2020 with our AGM and dinner beginning of February. It was an exciting matter as we saw an influx of new blood. The club also found a new home for its simulator at the Saskatchewan Aviation Museum and Learning Centre, which we hope will improve access to the simulator, as well as to give soaring more exposure with the patrons of the museum.

As for 2019, the Saskatoon Soaring Club saw another successful year, some new members joining, some dear members leaving, and some previous members returning!

We also set up "Proving Grounds" that will give continuity to the cross-country development for our pilots by setting everybody on a level playfield according to their skill, and three (small, medium and large) triangular tasks to suit!

The club also hosted the Saskatchewan Provincial Competition, which was a good time for camaraderie, and challenging soaring conditions with very limited buoyancy, but it made for a great time.

Most of our new students had power or previous glider experience, so it didn't take long for any of them to go solo, and two earned their C badge! We look forward to having them try for their bronze badge as they stretch their wings beyond the vicinity of our field.

Additionally, something different hit our club in 2019, and that was the purchase of a 2-seat motorglider by four of our members. The motorglider in question is a TeST manufactured Alpin TST-8 with a retractable Rotax 503. The glider was purchased in Mexico and was hauled across North America in less than five days! The plane had been sitting in a warehouse for about five years and it wanted to fly. The plane was ready to fly only a week after its arrival to Canada, and was flown successfully several times being aerotowed by our trusty Cessna 150-150. The plane should be taking off under its own power in the spring of 2020.

The SSC had four safety incidents in 2019. All of them were reviewed and measures were taken to prevent reoccurrences. The club is continuing its Safety Committee initiative that has given so many positive results. Its activities are expanding now with a proactive approach, addressing potential hazards in advance. We also expect to have our FLARM Ground Station running this season. The unit is ready for actual testing as deployment can only take place at the field. Additionally, we also expect to add more FLARM equipment.

Last October the club hosted an awards night to wind up the season. It has been a constant tradition for the members, and with the addition of some fun-poking awards it makes for a great occasion.

Prince Albert Gliding & Soaring Club – Keith Andrews

During April Dennis, Rob and Keith worked on getting the equipment ready for spring. The PAG&SC annual AGM was held 14 April with five members in attendance, all officers were acclaimed.

Flying this year did not start until 1 June with annual proficiency check flights. Also on 1 June, the Birch Hills Flying Club held a Fly-In and BBQ which was well attended. On 7 June Bob Dueck performed the annuals on our gliders. The club took part in the Provincial Contest held in Cudworth on 31 August.

Although the weather this year wasn't the greatest. We still flew on 13 days and accomplished 103 flights for a total 20:56 hrs. This is down 4 days, 34 flights and 2:37 hrs from last year. The main reason for the drop was a lack of instructors being available, mainly to Keith being unavailable due to working six months in Alberta. This year we continued flying up to 20 Oct.

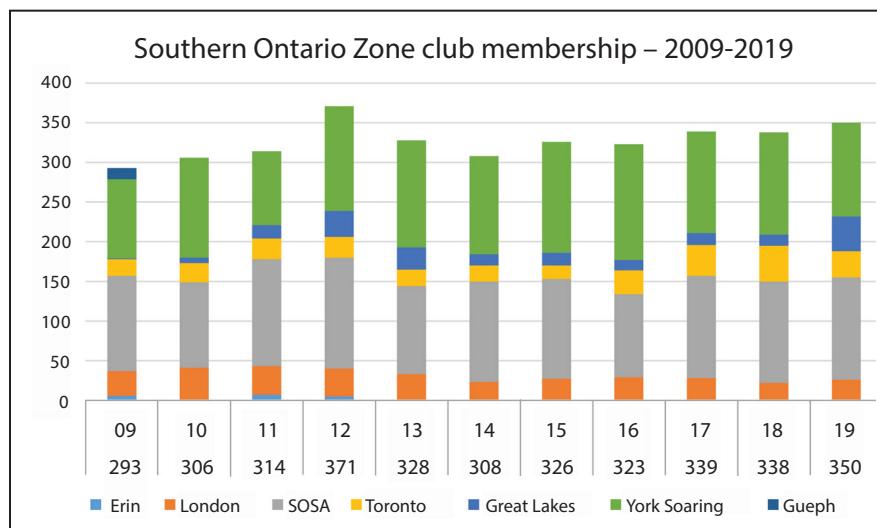
Regina Gliding & Soaring Club2020 – Darin Bitter

It was another quiet year at the Regina Gliding and Soaring Club in 2019. We had no new students in 2019 and often the weather conditions were not favorable for glider flights. We had hoped to get some flights in the newly acquired DG500M but still working out some mechanical difficulties.

SOUTHERN ONTARIO ZONE – Paul Parker

The club reports provide excellent insights into gliding activity across southern Ontario.

Overall, 2019 was a challenging and rewarding year for gliding clubs in southern Ontario. The long wet spring delayed flying for most. However, the sun did come out and we soared. The



first FAI international gliding competition ever held in Canada was hosted at SOSA. Fortunately, the weather cooperated with flying on 9 of 11 competition days. The volunteer organizers and support teams did an outstanding job with happy competitors and strong reputation created for Canada as a result. Canadian pilots won five of the top nine places: they swept the 18m class placing 1st, 2nd and 3rd, won the 15m class, and placed 3rd in the Club class. It was good to see other medals shared with the US team taking home 2nd and 3rd in 15m and the Argentinian team taking 1st and 2nd in Club class.

At the club level important issues include the continuous development of a safety culture and the training of new instructors to meet student demand. Recruitment and member retention remain essential. The promotion of the Proving Ground to encourage early stage pilots to embark on a series of expanded cross-country tasks is hoped to both develop cross-country skills and the passion for the sport as pilots gain confidence and expand their personal goals.

2019 marked a continuation of the gradual recovery in membership in southern Ontario clubs from the low point of 293 in the 2009 recession to 350 in 2019 for a 19.5 percent increase over the decade. Let's continue to grow our sport with safe, fun flying.

Great Lakes Gliding Club – Dave Phillip

Great Lakes Gliding Club had a very good year in 2019 even though cross-country km were down due to weather conditions – total flights went up by 50% over 2018. We also had fun with our ASK-21 that was added to the club last winter which will be a good asset to teach cross-country to new pilots and those still going through flight training. On the training front we licensed two younger lads and a PPL pilot, we also have three other people with 20 solos so ready for flight test. On a positive note we had five students under the age of 30 doing over 100 solos.

London Soaring Society – Mike Luckham

We had a pretty good year in 2019. Member numbers were up slightly (2 junior, 15 adult, 2 monthly members and 3 towpilots) and two members joined the team of flight instructors for a total of five going into 2020. Continuing the trend of dismal weather in the last half of 2019, poor weather and a soggy field delayed the first flights almost a month until 19 May, after that, the rest of the year was almost normal weather-wise. We had 395 launches and almost doubled the number of flying hours over 2018.

Our glider fleet had good use, except the 1-34 that spent the entire season on the sidelines waiting for major maintenance. The Grob Twin and particularly the Grob Astir flew a lot, although as usual the Blanik L23 had the most flights. Our towplane OHJ got a new heavy duty

tailwheel, and more improvements to reduce future down-time were made with more coming over the winter. Our new position of Fleet Manager is a positive addition to the management team.

Interest and participation in cross-country flying continues to improve. One of our members was encouraged and surprised to achieve a Silver distance flight; another member earned her Silver height gain; another was within a few km of completing a large triangle around Brantford and up between the Kitchener-Guelph corridor ... his consolation prize was the trophy for first landout of the season. Thank you to SAC for participating in the Proving Grounds program, we are all set up and plan to use this program in 2020 to bring up our cross-country skills.

A lot of effort this year was devoted to increasing volunteerism in the club, and we had some positive results in that area – in particular, adding a duty roster for the flight line manager and talking up the need for regular participation by our members. We also completed the first draft of Standard Operating Procedures which has long been a to-do item – with a focus on Flight Training Unit and Chief Flight Instructor responsibilities and checklists defined in CARs.

Looking forward to 2020, we plan to continue the building enthusiasm in our club by celebrating our 50th anniversary, a Doors Open event, and a static display at one of the two airshows in our area. We hope to buy another single-seat cross-country glider in 2020 and have developed a lengthy checklist to help decide which one to buy.

SOSA Gliding Club – Dale Guenter

In spite of this having been possibly the wettest and latest start to a gliding season in history, 2019 was a rewarding year for SOSA. There were many highlights:

- The basics: getting the runways in shape after an uncommonly wet spring, keeping all of the aircraft flying and ground machines in order, keeping tow ropes in shape, cutting grass and filling gas tanks, teaching students to fly, answering phones and emails, flying intros, keeping member numbers steady, managing accounts and paying bills, repeating the SAC Safety Audit.
- The cool stuff: Hosting a superb Pan-American contest, launching two new ASK-21s, having 14 students fly solo, running an acceleration week of training, running cross country and bronze badge and ground school training programs, having finances in the black, doing a refresh on the clubhouse and furniture, having many cross-country flights and winning some championships, starting a slick newsletter, sending several members off to commercial flying careers.

In the coming season we look forward to:

- improving our student and instructor flight line experience using Click-n-Glide software,
- re-introducing our aerobatic training program
- replacing our aging Puchacz
- Renewing our focus on our new students enjoying the club and succeeding in their flying, through a variety of initiatives.

- Starting up new and much improved software a club member has designed to record flights and fees at the flight line (LaunchGrid)

I believe we are all a little nervous about the future of gliding as we struggle to maintain membership and keep our clubs vital. What does the future hold? We feel very fortunate to have maintained our membership in 2019 at the average level for the past 10 years. We had one of our highest attrition rates primarily through unfortunate health issues, balanced by one of our highest new member rates (mostly youth). But we also know that we have to stay attentive to changing times, adaptable to how both people and flight are becoming different, and energetic in making the whole flying experience irresistible, achievable and rewarding. Here is hoping for an even better season in 2020 for all of us!

Toronto Soaring – Dave Cole

2019 was another fine year for TSC. A big thanks to all the volunteers that made it happen!

- Our 1-26D was completely transformed into the nicest 1-26 on the planet – a big thanks to Vic and Martin.
- We held a great social to celebrate 50 years at Deleurant Field!
- We hosted the Ontario Provincial Competition – 15 contestants and their crew enjoyed a fun contest with great food!
- We are saving for a towplane upgrade in the near future – so there's no shortage of "hangar talk" here!
- By the numbers, we had 36 active members, licenced two pilots, one first solo, and are searching for students.

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

York Soaring – Jim Fryett

York Soaring Association 2019 was greatly affected by a cool and damp spring. This caused a decline in our membership right from the beginning resulting in an overall decline in flights and revenue and membership.

On the administrative side, we finally brought to completion a multi-year process involving the redrafting of our club by-laws, management structure and renewal of our charter as a national not-for-profit corporation. The new Board of Directors consists of nine elected members on a three year rotation. The newly elected Board returned experienced directors from the previous 15 person Board which was beneficial for this transition process. It is hoped that younger less experienced members of our club will step forward in coming elections to allow a transition to a newer generation.

To support the Board, a committee structure has been created to encourage greater participation and shared responsibilities within our general membership. These committees include all aspects of the club operation ranging from flying and safety concerns to general maintenance, marketing, public relations, fleet planning, communications, etc. As such, the Board will

emphasis its role in the governance of the club with day to day operational decision making and management distributed to the membership.

During the 2019 soaring season, and planned again the 2020 season, we have created a salaried administrative position for the weekdays in our office. This has provided much needed support for the club operation and has led to many improvements ranging from flight recording to public relations. This was overseen by continued volunteer effort by key senior members particularly of the weekends.

The bulk of our property infrastructure projects were completed in late 2018 and early in 2019 although, substantial effort by the club was needed to clean up the construction leftovers and tidy up. This seems to be a never ending process. The loan for hangar improvements, financed by club members, is nearly paid off and the loan for hydro and septic system construction is gradually being paid down.

York Soaring continues to provide training programmes to support our new members and visitors from a broader context. In brief, the hard working instructor cadre accomplished the following:

- We soloed 15 glider pilots
- 2019 was our first year for the “Norman Perfect” scholarship fund program. This program provided the club with six college level student pilots, all of whom are currently studying aviation related fields. The students were from Centennial College and Ryerson University.
- 2019 also brought us the YFC ASK-21. We successfully converted several licensed 2-33 YFC scholarship recipients to glass using the new ASK-21. This program will continue and we look forward to introducing more young people to glass.
- The Power Pilot conversion program continues to be well attended and more importantly, it has brought new members to our club.
- The closing event to the season was Ryerson University Aerospace Engineering teams UAV flight test at our club. Led by one of our members, Goetz Bramesfeld, the team conducted two successful flight tests of their motorized glider UAV.
- The training programs, while essential for the development of new members and generation of flying revenues, are taxing on the time and efforts of our instructors. We are looking for opportunities in 2020 to increase our instructor ranks. One of the areas we will be targeting is the youth CRGS instructor group. It also became clear that there were areas for improvement in developing our Licensed pilot checkout procedure, which will be implemented in 2020. The fleet progression process for pilots is being upgraded.

Fleet Maintenance continues to be a major component of the operation. Highlights consisted of the following:

Startup:

- Returned K21 YSK to service after stripping the failing gel-coat and repainting with polyurethane over the winter. This was a major effort by many club members and expended substantial quantities of elbow grease.

- Pawnee EKV needed a fabric patch on the port wing.

Mid-Season:

- Pawnee EBI, improved release handle mechanism for more positive release and cowling repair.
- Pawnee EBI, prop not levelled causing door strike. A/C grounded until AME inspection. No damage found.
- LS4 canopy adjusted for easier closing and better fit.
- Pawnee EKV, more fabric repair on starboard wing, and bent door repaired.
- Each Pawnee had the door latch mechanism improved to prevent inadvertent opening in flight.
- Scout LTX, starter failed and was overhauled.
- K21 UZH, had a heavy landing and was grounded until AME inspection. No damage found.

Wind-down:

- LS4 LSF had new rubber undercarriage shock mounts installed, resulting in much improved ground clearance.
- DG 500 had the undercarriage and brake system restored to original configuration to remove interference between undercarriage strut and brake caliper. Some time in the past, it had been assembled incorrectly.
- Pawnee EBI was found to have a corroded gear leg that needed to be replaced. Delays in procuring the needed part meant that it was mid-December before we got her home and safely inhibited for the winter.
- 2-33 YSY was taken out of service for refurbishment. Wings were stripped and fuselage moved into the workshop for some TLC. Winter Saturdays have been spent removing the doors, windows, interior, instrument panel, and controls, and endless sanding of the fibreglass nose. Many hours have been spent in the cold stripping old paint from the tail, and all the interior metal panels. The first step on the return to service has been taken with the primer going onto the nose in February.

Needless to say, maintenance of the towplane and gliding fleet requires a significant amount of time and effort both by members and almost full time AME.

Report from the York Treasurer

In spite of a terrible start to the season which left us with fewer members and far fewer flights, we ended the year with a surplus. Our budget called for a surplus of \$28,635 and our end of year statements show that we achieved a surplus of \$8,096. This surplus, however, included \$11,495 of gain (over book value) on the sale of BIG as a result of depreciation charged over previous years. This means that the actual operating surplus was more realistically a deficit of \$3,399.

Our two key health indicators, membership and flights, suffered badly due to a terrible start to the season due to wet weather. We had 124 members in 2019 vs 148 in 2018. We had 2214 flights in 2019 vs 2626 in 2018. With these numbers, it is quite remarkable that we managed to complete the year as well as we did. Once again, diligent cost savings measures by many members helped the situation considerably.

Our significant deviations from budget included: flying and course fees lower by almost \$50,000, partially offset by fuel lower by almost \$9,000 and aircraft maintenance lower by about

\$8,000 and salary expense lower by about \$7,000 due, mostly, to a donation from YFC. Finally, there was the aforementioned unexpected gain from the sale of BIG which recovered prior year depreciation charges.

As we head into 2020, we will focus again on increasing membership, increasing flight count and paying off our loans so we can start saving for capital expenditures like engine replacements, aircraft purchase and other, non-flying projects. We will also continue to keep our costs, and consequently our rates, under tight control. We are looking forward to a successful 2020 season!

Winter Flying As result of the work that was being done on YSK during the winter months, we decided to send the DG-500 to Seminole for the first time. It was very clear to many of us that the DG-500 is by far the better choice for Seminole. Again this spring, the DG is in Florida and available for our pilots and other SAC members.

EASTERN ONTARIO ZONE – George Domaradzki

Once again the Eastern Ontario Zone experienced a slight increase in SAC membership in 2019. Membership numbers have increased steadily since 2007. It is encouraging to see this after decades of steady decline in numbers. Let's hope this downward trend reverses for the other zones as well. I believe the new members can be partly attributed to the running of ground schools both in Ottawa and in Montreal.

On the other hand, 2019 has seen a decrease in flying activity at all clubs in the zone, mainly because of the soggy conditions that delayed the start of operations at two of the clubs. Let's hope for a better 2020 season.

2019 has seen continuing cooperation among the Eastern Ontario clubs. There was the ground school conducted by GGC and RVSS over the winter. There was the MSC Advanced Soaring Ground School, which was attended by members from all the Eastern Ontario Zone clubs. Then there was the GGC MayFly, where glider pilots from three Eastern Ontario clubs participated. In the fall, MSC, GGC and RVSS members participated in the Lake Placid Wave Camp. All these interclub gatherings contribute to good spirit of cooperation in the Eastern Ontario Zone

Bonnechere Soaring Club – David Beeching

2019 was rather uneventful, thankfully we had no runway incursions or flight related mishaps, although due to club member availability we completed only 35 glider flights last season.

Gatineau Gliding Club – Roger Hildesheim

2019 was another very active year at GGC with tremendous volunteer engagement of many members for both flying and non-flying activities.

Flying/Maintenance 2019 GGC flight operations dropped slightly to 865 from our 1002 flights in 2018. This was primarily due to a very wet early summer in eastern Ontario. By August

we were back to tracking against 2018 but just ran out of flying days! 23 Dec was the last flying day of the 2019 season with twelve flights. The use of the online scheduling tool, "Doodle", played a large part in helping coordinate and increase mid-week flying activity which has now expanded to 3 days. Our entire club fleet is also now equipped with collision mitigation equipment with the installation of a PowerFlarm in our Citabria. Special thanks again to SAC for enabling our multi-year plan of utilizing SAC Safety grants to assist with the acquisition costs of this equipment.

After three years of fairly continuous fleet upgrades and mid-life refresh work of our fleet, we had only a few minor maintenance squawks on our fleet in 2019. Not to rest on that success, we have undertaken a much more proactive preventative maintenance philosophy to our fleet over the last few years and we are starting to see the benefits of this through continuous good aircraft availability throughout the soaring season.

During the winter months, we hosted Tuesday Night Soaring on Condor soaring flight simulator (thanks to Dan Daly). This has now become a regular event with members from local area clubs joining in on the fun. The focus is to help new XC pilots get some synthetic experience with XC soaring. We primarily use the Eastern Ontario Condor 2 scenery (thanks to Nick Bonnierre) but we will occasionally host an international task.

Events January 2019 was the start of our joint GGC/RVSS glider pilot ground school with 24 students staying with the program to completion in March. In April we again conducted our mandatory *Spring Rust-Remover Flight Safety Seminars* for all flying members of GGC (one live session and three webinars). We also ran a mandatory *Tow Pilot Rust Remover* seminar for all GGC towpilots. We created the course seminar material and it was approved by TC as meeting recurring training requirements. We believe that this is the first time that a towpilot specific recurrent training course has been approved by TC. Feedback from the seminar was very positive.

We also continued with our mandatory continuing flight recency/currency requirements beyond the standard spring flight checks. Response to this new club requirement has continued to be overwhelmingly positive and between this, mandatory spring rust remover seminars and increased mid-week flying, we have seen a marked improvement in the overall quality of flying skills within the club. With the addition of another instructor this year, our instructor cadre is now standing at 16 with six being Class 1 SAC rated.

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

Our annual lobster dinner/BBQ saw many existing, new and long-time GGC members connecting at this long running event.

As part of our community outreach activities, GGC held three sessions of familiarization flying for the local *Freedom Wings*

program throughout the summer with huge support from the membership.

Dedicated fly weeks were held in alignment with the July and August long weekends. With all the mid-week activity, it was hard to tell the scheduled fly weeks from regular mid-week activity. In September we packed up our club ASW-20, Pawnee, along with a caravan of privately owned gliders for our fall wave camp in Lake Placid, NY. The weather provided us with beautiful soaring days but minimal winds to support wave activity. It is interesting to note that the number of pilots camping on-site increased significantly this year.

The core flying season ended in November with winter hangar packing and our annual awards banquet. That was it for 2019. Here's looking forward to safe and rewarding 2020!

Montreal Soaring Club – Kurt Sermeus

2019 was not the easiest year for MSC. A wet start of the season, compounded by beavers damming our airfield drainage, cancelled several flying days. Snags grounded more gliders than usual. Nevertheless, we did slightly more flights than in 2018 and MSC ranked again second of all Canadian clubs on OLC. Membership was stable at 77 and flying revenues were at the same level as 2018.

The MSC Board of Directors set out on the 2019 season with two top priorities. Firstly, to make safety the No.1 priority in all club activities. Secondly, to better organize the volunteer participation of all members in the many tasks for keeping the club running.

Several operational improvements were introduced in 2019, largely driven by the increased attention to safety. The Daily Briefing was re-introduced and has become a habit, the role of Flight Line Manager has been reinvigorated and we had a duty instructor and FLM rostered for almost all of the weekend flying days.

Our newly appointed Safety Officer has assembled a Safety Team to establish procedures to analyze incidents and potential safety hazards. A full revision of the Club Safety Program Manual and emergency response plan was completed. Also, a new online incident reporting system (ASTRA) was introduced. The installation of FLARM, supported by the SAC Safety Grant, progressed towards the goal of having all CNV4-based aircraft FLARM equipped in 2021.

Regarding flight training, the flight operations at the annual Lake Placid wave camp were closely reviewed and the beginning was made for an actual mountain flying training syllabus, with flight instructor checkouts required to solo. The MSC Advanced Soaring Ground School (SOAR) was held for the fourth year in a row this winter and drew again more than 30 participants, about half coming from other clubs.

Rideau Valley Soaring – George Domaradzki

Rideau Valley Soaring finished the year with 48 members in 2019 – ten fewer than the previous year. Nevertheless, this is still higher than the average of 39 of the last twenty years.

We are always busy instructing. This is because we had 11 new students, in addition to five from the previous year. In previous years, many new members were Air Cadets who joined the club in order to gain more hours in order to satisfy the requirements for the Air Cadet Instructor course, and many did not return in subsequent years. Last year, 10 out of 11 were new to gliding, rather than Air Cadets, so we expect many to return in 2020.

In the spring we acquired an ASK-21 and the club has made great use of it.

Once again this year we took two club gliders to Lake Placid, where many of our new students experienced mountain flying. One of our members, Sylvain Larue, took our club LS-4 to participate in the Pan-American Gliding Championship at SOSA.

In 2019 we had the latest season start of operations in the last 20 years. We started 11 May, and even then had to postpone another week because we were damaging the wet airfield. We ended up having 75 days of gliding operations during the whole season – down from 77 the year before. This is quite remarkable, considering we had a late start due to weather and an early finish due to towplane problems. We had more weekday flying in order to make up for the cancelled weekend operations. However, the number of tows dropped dramatically – 843 compared with 927 the previous year.

We are taking actions to mitigate these issues. We plan on starting operations at a nearby airport with hard surface, and we are carrying out extensive repair and improvement to our towplane over the winter.

Near the end of the season Ulli Werneburg set up the Proving Grounds at our club. This initiative, started by Casey Brown, Chris Gough, and Patrick McMahon of Cu Nim, has almost immediately proved to be a motivator for several of our members. Next year we expect that many members will be making these task-oriented flights, rather than just flying locally. There is even a short task that could be used for early student training. Perhaps their flying skills will improve more rapidly if they occasionally have task-oriented flights, rather than just lesson flights. We are looking forward to a great 2020 season.

EAST ZONE – Sylvain Bourque

2019 fut une année très ordinaire au Québec sur le plan météo. Le printemps fut très tardif et les ascendances plutôt absentes. Les champs ont tardé à sécher ce qui a retardé le début de notre saison de vol à voile. Ceux qui pouvaient se rendre disponibles quand les rares journées vélivolable étaient au rendezvous ont quand même pu faire quelques beaux vols. Le CVVQ a terminé au quatrième rang sur OLC Canada et l'AVV Champlain suivant de près au sixième rang. Seulement un vol de plus de 500 km a été fait dans notre région de l'est, soit un de 512 km le 8 mai par Alain Thirion de l'AVVC. Il y a eu deux vols de 426 et 423 km et 10 de plus de 300 km ont aussi été faits dans l'Est.



2019 was a very ordinary year in Quebec for weather. The spring was late and thermals were weak. The fields were slow to dry,

which delayed the start of our gliding season. Those who could make themselves available when the few days of soaring were still able to make some beautiful flights. CVVQ was fourth on OLC Canada and AVV Champlain sixth. Only one flight over 500 km was made in our region, one of 512 km on 8 May by Alain Thirion from AVVC, two flights of 426 and 423 km and ten greater than 300 km.

AVV Champlain – Marie-Andrée Mathieu

Pour 2019, l'Association de Vol à Voile Champlain a continué d'exceler en performances. Malgré le retrait d'un de nos trois planeurs d'instruction avancée pour plusieurs semaines à cause d'un malheureux incident, nous avons réussi à maintenir le rythme avec un total de 1256 vols, soit un nombre presque identique à l'année précédente. 539 de ces vols étaient pour l'instruction, ce qui est environ 15% moins que l'an dernier. Nous avons terminé l'année avec 60 membres inscrits, ce qui est dans la moyenne des dernières années.

Du point de vue OLC, 259 vols, totalisant 36 454 points, ont été inscrits sur cette plateforme par 27 pilotes différents, ce qui nous place au 6e rang au niveau national. Il faut dire que les 4e, 5e et 6e places ont toutes un pointage dans les mêmes eaux et on aurait tout aussi bien pu se retrouver en 4e ou 5e position, ce qui est une position habituelle pour nous. La distance moyenne était de 132 km/vol, ce qui est bas par rapport aux années précédentes.

Cette année fut exceptionnelle du point de vue de travaux de réfection de nos installations. Pas moins de 12 projets majeurs ont été réalisés par nos membres bénévoles. Le plus important fut le remplacement d'une grande partie du plancher de notre hangar avec une dalle de béton fibré. Ce projet nous a permis d'augmenter l'aisance et la sécurité lors des déplacements des planeurs. L'année 2020 s'annonce tout aussi importante du point de vue de projets en capitalisation, avec une demi-douzaine de projets déjà prévus totalisant approximativement 40k\$ à 50k\$.

En résumé, notre club a connu une autre excellente année et nous sommes impatients de retrouver nos ailes au printemps 2020.



For 2019, the Association de Vol à Voile Champlain continued to excel in performance. Despite the withdrawal of one of our three advanced training gliders for several weeks due to an unfortunate incident, we were able to keep up the pace with a total of 1,256 flights, almost identical to the previous year. 539 of these flights were for training, which is about 15% less than last year. We ended the year with 60 registered members, which is in line with the average of the last few years.

From an OLC perspective, 259 flights, totalling 36,454 points, were registered on this platform by 27 different pilots, placing us 6th nationally. The 4th, 5th and 6th places all score similarly, and we might as well have ended up in 4th or 5th position, which is a normal position for us. The average distance was 132 km/flight, which is low compared to previous years.

This year was exceptional from the point of view of the refurbishment of our facilities. No less than 12 major projects were carried out by our volunteer members. The most important one

was the replacement of a large part of the floor of our hangar with a fiber-reinforced concrete slab. This project allowed us to increase the ease and safety when moving gliders. 2020 is shaping up to be just as important from a capitalization point of view, with half a dozen projects already planned, totalling \$40k to \$50k.

In conclusion, our club has had another great year and we are looking forward to getting our wings back in the spring of 2020.

CVV Québec – Richard Noel

Un bel été dans l'ensemble avec une météo capricieuse les weekends, ça fait que nos membres à la retraite ont volé plus que les autres... Notre membership a chuté à 47 membres. Nous étions 58 membres en 2018, 52 membres l'an passé. Nous visons toujours être au-dessus de 50 membres. Il nous faut vraiment nous concentrer sur les réseaux sociaux afin d'actualiser notre membership toujours vieillissant.

Nous avons eu deux boursiers de la SAC, Jean-Christophe Ruel et Thomas Rochefort-Beaudouin. Quatre nouveaux élèves et un nouvel instructeur.

Notre nouveau Perkoz a volé plus de 100 vols. Cela nous confirme bien la pertinence de cet achat ainsi que ses qualités de vols. En couple avec notre Puchacz, ces deux planeurs sont très similaires à voler et complémentaires.

OLC fait fureur et motive encore plus de membres. Quel bel outil afin de mieux performer.

Nous n'avons eu aucun accident cette année, seulement quelques incidents avec aucune incidence négative, grâce en grande partie au bon jugement des pilotes en causes. L'achat d'un radio fixe de qualité pour notre base, grâce au programme de sécurité de l'ACVV-SAC, a été vraiment une nette amélioration dans nos opérations. Beaucoup moins de communications manquées, et avec un haut-parleur à l'extérieur de notre "tour de contrôle", beaucoup moins de bavardages inutiles.

Nous croyons avoir trouvé un Maule M5 235C pour remplacer notre remorqueur Citarria.



We had a great summer overall but, due to the unpredictable weather on weekends, our retirees were able to fly more frequently than our other members. Our membership dropped to 47 members, compared to 58 members in 2018 and 52 last year. We always aim to keep our membership above the 50 member mark. There is a definite need to focus on social media as a means of replenishing our ever-aging membership.

This year, we welcomed two SAC scholarship holders, Jean-Christophe Ruel and Thomas Rochefort-Beaudouin, four new students and one new instructor.

Our new Perkoz performed over 100 flights, which amply confirmed the relevance of the purchase as well as its flight performance qualities. Together with our Puchaz, these two gliders are very similar to fly and highly complementary.

OLC is a huge hit and our members are more motivated than ever. What a great tool for enhancing performance.

We have had no accidents to report this year, except for a few minor incidents that had no negative impact, thanks in part to the good judgment of the pilots involved. Thanks to the SAC Safety Program grant, we were able to purchase a quality fixed radio for our base station, which has significantly improved our operations. There were a lot fewer missed communications, and with a loud speaker outside our 'control tower,' a lot less unnecessary chatter.

Lastly, we think we've found a Maule M5 235C to replace our Citabria towplane.

CVV Saguenay – Pascal Mourgues

Le Centre de Vol à Voile Saguenay (CVVS) n'a pas eu d'activité en 2019 du fait que le club en création n'avait pas encore de machine pour voler. Néanmoins il y a quand même pilotes sur la totalité des sept membres inscrits ont pris des inscriptions dans d'autres clubs afin de voler et de reprendre une activité de vol en planeur en 2019. Les deux pilotes du CVVS ont enregistré un total de 29h14 pour 27 envolées.

En détail il s'agit de Robert Girard (75ans) qui en 2019 était membre du CVVQ (Québec), club voisin 250 km plus au sud. Robert a fait quelques beaux vols en double pour établir 11 vols pour un total de 8h42. Le vol le plus long de Robert a été de 2h40. Également Pascal Mourgues (54 ans) quant à lui, a réalisé plusieurs vols au Québec et en France. Tout d'abord au club du CVVQ où il descendait le vendredi quand la météo le permettait. Il a pu réaliser au CVVQ un total de 12h52 en 9 vols. Son plus long vol a été de 2h54 en Perkoz avec Pierre Beaulieu du CVVQ. Tous les vols au Québec ont été faits en planeur biplace, étant donné que Pascal était en transfert de ses licences françaises à canadienne, qu'il fallait remettre à jour.

En France au club de Vinon, Pascal a essentiellement fait du moto planeur SF28 pour prendre en main l'aéronef que lui-même a acheté et ramené au Québec (voir article du dernier vol libre). Il a été requalifié TMG – vol moteur pour planeur le 31 aout 2019 ainsi que revalidé sa licence complète planeur le même jour par un vol de 1h08 en Duo Discus avec le chef pilote de Vinon. Pendant cette période de 3 jours, Pascal a réalisé 5 vols pour une durée de 7h40. L'objectif de ces deux vols d'une durée totale de 4h32 était pour la navigation campagne et pour revalider ces licences françaises.

À ce jour Pascal a ses licences et médical françaises à jour, et il vient de recevoir sa licence provisoire canadienne basée sur la française, lui permettant ainsi de démarrer l'année 2020 en règle avec nos exigences canadiennes. Ceci lui permettra alors de voler le SF28 au CVVS, bien que Pascal sera aussi de nouveau membre au CVVQ et à Vinon pour l'année 2020.

L'année 2020 permettra au CVVS d'enregistrer ces premiers vols du club en création...

Le CVVS remercie les nombreux support d'encouragement de la part du CVVQ, de l'association canadienne de vol à voile (SAC-AVVC) et du Major Daniel Surprenant, adjoint à l'Officier régional

des opérations aériennes cadets de la région de l'Est – Unité régionale de soutien aux cadets (Est) – Forces armées canadiennes, pour nous encourager à garder notre motivation à faire grandir ce club de planeur dans le seul Fjord d'Amérique du Nord au Saguenay.



The Centre de Vol à Voile Saguenay (CVVS) did not have any flight hour activity in 2019, because this club in creation did not have a machine to fly yet. Nevertheless, there are still two pilots out of the total number of seven registered members, who have taken registrations in other clubs in order to fly and resume a gliding activity in 2019. Two CVVS pilots registered a total of 29h14 for 27 flights.

In detail, this is Robert Girard (75 years old), who in 2019 was a member of the CVVQ (Quebec), the neighbouring club 250 km further south. Robert made a few beautiful double flights to establish 11 flights for a total of 8h42. Robert's longest flight was 2h40. Also Pascal Mourgues (54 years old) made several flights in Quebec and France. All of them first at CVVQ where he would come down on Fridays when the weather allowed. At CVVQ, he made a total of 12h52 in nine flights. His longest flight was 2h54 in Perkoz with Pierre Beaulieu of the CVVQ. All the flights in Quebec were done in a two-seater glider, accompanied by the fact that Pascal was transferring his French licence which had to be updated.

In France at the Vinon club, Pascal mainly flew the SF-28 motor-glider to take over the aircraft he bought and brought back to Quebec (see the article in the last *free flight*). He requalified for motor glider flight on 31 August 2019 and revalidated his full-glider licence the same day by a 1h08 Duo Discus flight with the chief pilot of Vinon. Over three days, Pascal made five flights for a duration of 7h40. Two of these flights for 4h32 were navigation flights to validate these licences. To date Pascal has these licences and full French medical up to date, and he has just received his provisional Canadian glider licence based on his French licence, allowing him to start the year 2020 in good standing with our Canadian requirements. This will then allow him to fly the SF-28 at our club, although Pascal will be a member again at the CVVQ and at Vinon for the year 2020.

The year 2020 will allow CVVS to record these first flights of the club in creation...

We would like to thank CVVQ for their encouraging support, the Soaring Association of Canada and Major Daniel Surprenant, Assistant to the Regional Cadet Air Operations Officer Eastern Region – Regional Cadet Support Unit (Eastern) – Canadian Armed Forces, for encouraging us to keep our motivation to grow this gliding club in the only North American fjord in the Saguenay.

Aéroclub des Cantons de l'est – ACE - Bromont, QC

No member and operation in 2019. The ACE had 11 members in 2016, 6 members in 2017 and 4 in 2018.

ACES – Debert, NS - Alicia Henderson

No report sent for the last four years. They were 11 members in 2019.

TREASURER'S REPORT on 2019 Financial Activities

Jay Allardyce

2019 was my second year as Treasurer and fortunately the learning curve is getting a bit less steep as I'm finally settling into the role. I have enjoyed having the opportunity to connect with clubs across Canada to help them take full advantage of the SAC programs and funding that is available.

Overview

2019 was a transition year for SAC from a financial standpoint on many fronts. The Safety Improvement Grant program that started in 2015 officially ended in 2018 so expenses were lower in 2019 mainly due to this. There also weren't any World Contests in 2019 so this also contributed to expenses being lower. I wrote last year in my Treasurer's Report that the SAC Board of Directors had elected to adopt a dividend-based strategy for the various SAC trust funds in late 2018, so 2019 was the first year that the funds were invested using this strategy.

The Board also agreed to provide financial support to the organizing committee at SOSA Gliding Club for the Pan-American Gliding Championships in 2019 as well so this was a reasonably large expense this year. The base funding provided was \$5,000 and SAC also committed to match any fund-raising dollars that the organizing committee raised dollar for dollar for an additional \$5,000. I'm happy to report that the organizing committee was very successful in their fundraising efforts and far surpassed this \$5,000 raising over \$15,000 which no doubt helped to put on such an amazing event. SAC further supported the PAGC by providing tax receipts for anyone who donated to the PAGC which is allowable under the rules of the Registered Canadian Amateur Athletic Association.

2019 Budget versus Actual

Expenses for 2019 were slightly less than budgeted. The most notable variance from the budget was the Flight Training & Safety Committee which had expenses that were about \$8,000 lower than budget. The FTSC always budgets for travel to do safety & training seminars at various clubs across the country but it appears that clubs are not taking full advantage of this as a good portion of this funding goes unspent each year. I would encourage clubs to reach out to the FTSC and inquire about having an FTSC representative visit the club to do a safety seminar. Furthermore, the number of youth bursaries awarded was lower than in past years which seems to stem from a lack of applicants. Again, this is something I would seriously en-

	2019 Budget	Actual
Revenue		
Membership fees	65,000	66,800
FTSC insurance program	10,000	15,463
Sales of supplies	4,000	4,871
Pioneer Fund transfer	29,619	24,328
Air Cadet / Youth Fund transfer	2,171	-
World Contest Fund transfer	-	-
Unrestricted Funds draw	9,439	-
Total	120,229	111,462
Expenses		
COPA office contract	27,120	24,000
Office expenses	500	617
Cost of goods sold	3,000	2,033
Safety Improvement grant	-	3,338
Website maintenance	5,000	5,612
FAI/Aero Club of Canada	6,670	6,550
Directors & Officers insurance	2,115	2,114
Free Flight magazine	8,000	11,375
Board meetings	10,000	8,222
Flight Training & Safety	14,500	5,728
Sporting committee	7,000	5,766
Youth Bursary program	12,171	9,819
Club marketing program	6,000	6,157
Zone contest hosting grants	3,000	3,000
Pan-American hosting grant	10,000	10,000
OLC contribution	1,053	2,021
Accounting fees	3,800	4,700
Bank fees	300	411
Total	120,229	111,462

courage clubs to take advantage of. If your club does not have anyone in the club who would be a candidate for the youth bursary, consider how your club could leverage the Youth Bursary Program and funding provided by SAC to attract a new youth member to the club. There were a couple of notable expenses that were higher than anticipated. As you've probably noticed, *Free Flight* was recently resurrected by new editor Ben Hornett, and the first issue was sent out shortly before Christmas. Originally, we had budgeted for \$8,000 in 2019 with the hope that a new *Free Flight* editor would step forward at

some point during the year. The printing and mailing of the annual report in April consumed part of this budget and when coupled with the first issue of *Free Flight*, it consumed more than the allotted budget. However, I think we can all agree that the quality of the first issue was well worth exceeding budget. You will also note that there is a line item in the Actuals for a Safety Improvement Grant expense in 2019 even though I previously mentioned that the program has ended in 2018. This expense relates to a club that had attempted to make a claim in December 2018; however, the email got lost in someone's inbox until early 2019 and the Board agreed to reimburse the club for the claim given that they had initiated the claim in 2018.

On the revenue side, you will note slightly higher revenue under the FTSC Insurance Program. As some of you may be aware, the underwriter of the SAC Insurance Program provides \$10,000 a year to SAC to support safety & training initiatives. In 2019, SAC received the usual \$10,000 from the underwriter; however, the insurer also had some excess funds that were from the interest generated when the premiums were in trust. This was the accumulation of many years of interest. Due to insurance regulations, the insurer cannot keep these proceeds so they elected to provide these to SAC to provide further support for safety & training-related initiatives.

2020 Budget

Looking forward to the 2020 budget, the budget expenses are much higher than in the last several years. The big expense for 2020 is the reintroduction of the Safety Improvement Grant. The Board has committed to fund the SAC Safety Improvement Grant for 2020 in the amount of \$40,000 which is a significant budget item. SAC is in a healthy financial position, so the board does not view this program as placing undue stress on the finances of the organization. The Sporting Committee is still in discussion with several pilots about possibly representing Canada at the Worlds this year so financial support for the team has been budgeted for in 2020. The other big expense in 2020 is the return of *Free Flight*. The editor indicated his interest in putting out four issues in 2020. Cost to produce each high-quality color issue is approximately \$8,250 per issue which include printing and mailing plus the editor's honorarium. Membership fees only cover approximately 33% of the budgeted expenses for 2020 so additional revenue to offset the difference will come from the SAC trust funds and also come from the unrestricted funds that SAC has on the books.

SAC Investments

As I mentioned previously, the Board agreed to adopt a dividend based strategy for the SAC trust funds. This strategy will produce reliable dividend revenue while also generating

some growth. With the current portfolio we expect about \$50,000 per year of dividend revenue. SAC ended 2019 with investments totaling \$1,612,603, up from \$1,498,648 on 31 December, 2018. This also included a draw from these investments in 2019 of \$45,000 which was used to provide cash to SAC to fund the operation of the association. Overall, I'm pleased with the performance of the investments and look forward to having the dividend income to help fund SAC programs each year.

I'm excited that SAC's financial position allows the association to provide support to SAC member clubs in many different ways. If you have any ideas for any new SAC programs, feel free to reach out to any member of the board to discuss your ideas. The board is always looking for new and interesting ways to help support SAC member clubs and would be keen to hear any ideas you may have.

2020 SAC BUDGET

Revenue	1	Membership fees	\$65,000
	2	FTSC insurance program	10,000
	3	Sales of supplies	4,000
	5	Pioneer Fund transfer	31,324
	6	Youth Bursary Fund transfer	2,179
	8	Wolf Mix transfer	7,224
	9	Unrestricted funds draw	75,844
			\$195,571

Expenses	1	COPA office contract	\$27,120
	2	Safety Improvement Grant	40,000
	3	Office expenses	500
	4	Cost of goods sold	2,000
	5	Website maintenance	5,000
	6	FAI/Aero Club of Canada	6,550
	7	Directors & Officers insurance	2,115
	8	Free Flight magazine	33,000
	9	Board meetings	10,000
	10	Flight Training & Safety	17,000
	11	Sporting committee	3,600
	12	National team	17,345
	13	Youth Bursary program	12,179
	14	Club marketing program	6,000
	15	Zone contest hosting grants	7,000
	16	OLC contribution	1,053
	17	Accounting fees	4,700
	18	Bank fees	400
			\$195,562

SAC 2019 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2019

	2018	2019
REVENUE		
Membership fees	67,130	66,800
Sales and Services	7,878	4,883
Flight Training & Safety	22,530	15,463
Youth Bursary & Air Cadet	5,671	1,951
World Contest Fund	2,600	0
Wolf Mix	7,111	0
Pan-American Championship donations	0	22,450
Other	<u>220</u>	0
Total	\$113,140	\$111,547
EXPENSE		
World contest team matching support*	2,600	0
World contest fund support*	17,448	0
Pan-American Championship support	0	22,450
Management fees	24,000	24,000
Professional fees	3,900	5,750
Bursaries	12,936	9,819
Membership & subscriptions	6,670	6,550
Safety improvement program	30,179	3,338
Free Flight	971	11,375
Postage	376	575
Cost of sales	6,336	446
Miscellaneous	20	1,584
Meeting & travel	8,646	8,222
Meeting & travel – FTSC	4,984	4,728
Flight simulator funding	0	1,000
Directors and Officers insurance	2,114	2,114
Contest hosting grant	7,000	13,000
Sporting committee	3,154	7,787
Bank / credit card charges	251	411
Awards and scholarships	111	0
Club marketing & publicity support	6,391	6,157
Web site	6,751	5,612
Office supplies	0	23
Non-refundable HST/GST	<u>1,862</u>	<u>2,065</u>
Total	\$146,700	\$137,104
Operating		
REVENUE over EXPENSE	(\$33,560)	(\$25,557)
Gain on investment income	(32,030)	138,115
REVENUE over EXPENSE	(\$65,590)	(\$112,558)

Balance sheet – as at December 31, 2019

	2018	2019
ASSETS		
Current assets		
Cash	0	16,011
Short term investments	1,000,829	25,524
Accounts receivable	14,961	14,698
HST receivable	4,094	4,973
Inventory	5,475	12,009
Long term investments	<u>497,818</u>	<u>1,587,080</u>
Total Assets	\$1,523,177	\$1,660,295
LIABILITIES		
Accts payable & accrued liabilities	11,477	17,230
Bank overdraft	5,083	0
deferred contributions	<u>196,867</u>	<u>220,757</u>
Total Liabilities	\$213,427	\$237,987
Net assets in funds		
World contest fund	8,760	0
Pioneer fund	934,886	1,005,812
Air Cadet & Youth Bursary	10,000	0
Unrestricted assets	<u>356,104</u>	<u>416,496</u>
total	\$1,3309,750	\$1,422,308
Total LIABILITIES & ASSETS	\$1,523,177	\$1,660,295

Notes

The figures here are preliminary – the complete audited 2019 financial statement is available on the SAC web site under "Docs"

SAC Youth Bursary Program 2019

The 2019 soaring season has once again proven to be a very successful year in support to clubs participating in the SAC Youth Bursary Program. The eleven clubs with the 27 students are listed below.

The matching financial assistance that SAC gave to the clubs for the participants varied from \$13.14 to \$499.00 after consulting on how the club wished to sponsor their applicant(s). In 2019 SAC matched \$9,818.89 of club funding.

Alberni Valley Soaring Association – August McClellan

Vancouver Soaring Association – Edward Shen

Canadian Rockies Soaring Club – Ronan Court, Ryan Horbachewski

Edmonton Soaring Club – Caitlan Acker, Ty Hatt, Taylor Rea-Hemmings, Ethan Jenkinson, Joshua Wadell

Winnipeg Gliding Club – Josephine Zhao

York Soaring Assn. – Cole Bishop, Andre Fu, Peter Dye

SOSA – Oliver Naruse, Emerson Naruse, Logan Orosz

London Soaring – Isabela Dibon, Tim Kremers

Toronto Soaring – Avert Cole

Rideau Valley Soaring Association – Brennan Yake, Anna Devlin

AVV Champlain – Giuliano Passuello-Dussault, Vincent Huchot, Alexandre Mador

CVV Quebec – Jean Christophe Ruel

From discussion I had with some non-participating clubs in 2019 I anticipate that in 2020 more SAC clubs will become involved with this program. The program which started in 2009 has proven beneficial to the clubs, the community and the youth in their exposure to our sport.

I have agreed subject to the SAC BoDs approval, to continue in 2020 as the contact person for the SAC Youth Bursary Program. Please contact me if you have any questions regarding the program or in making an application or fund raising. Thank you to all, who helped make the SAC Youth Bursary Program successful in 2019.

Yours truly, **David Collard**

2060 Gordon Ave, West Vancouver, BC V7V 1V7

SAC Youth Bursary Coordinator – dacollard@telus.net

Ph/Fax 1-866-745-1440, Cell (604) 313-4957



Sonya Hildesheim

Minutes – 2020 SAC AGM

21 March, by video conference

Introduction

The 75th Annual General Meeting of SAC opened at 12:40 am with 31 members present and 22 member clubs represented. The meeting was called to order at 12:41 am and a quorum was declared with 98% of the available votes represented through delegates with proxies and by individuals present.

Due to the on-going COVID-19 worldwide health crisis, the normal AGM planned for Vancouver was cancelled, and the meeting was held via video conference instead.

Motion #1 Moved George Domaradzki, seconded Jason Acker that: *“the 2020 meeting agenda be accepted.”*
Vote: 1332 For, 0 Against Motion passed

Motion #2 Moved David Donaldson, seconded Roger Hildesheim that: *"the minutes of the 2019 AGM be accepted."*
Vote: 1332 For, 0 Against Motion passed

Presentation of Reports

Zone Directors Election Results – Bruce Friesen

Bruce presented the results of the Zone Director elections for this year. All incumbent directors that were up for election in 2019 were returned to their previous positions.

- Alberta Zone – Pavan Kumar (Lethbridge Soaring Club)
- Prairie Zone – Jay Allardyce (Winnipeg Gliding Club)
- Eastern Ontario Zone – George Domaradzki
(Rideau Valley Soaring School)

Safety Committee – David Donaldson

David provided a quick summary of his report which appears in its entirety in the 2019 SAC Annual Report. David mentioned that he is interested in doing a nationwide virtual safety seminar that would qualify as recurrency training under the Canadian Aviation Regulations. Roger Hildesheim (Gatineau Gliding Club) suggested that a nationwide virtual tow pilot safety course could be considered as well based on training that Roger has developed. Jay Allardyne suggested that SAC could fund an online video conferencing system to allow more than 100 people to attend.

Flight Training & Safety – Dan Cook

Dan provided a summary of an article from Chess in the Air (chessintheair.com/does-soaring-have-to-be-so-dangerous/)

as his opening remarks. Dan also provided a brief overview of some of the initiatives that the FTSC is working on which includes new methods for delivery instructor training.

Sporting Committee – Jay Allardycé

Jay referred everyone to the report written by Sporting Committee chairman Joerg Stieber in the SAC Annual Report for a comprehensive overview of the Sporting Committee activities in 2019. Jay gave thanks to SOSA Gliding Club for hosting a resoundingly successful Pan American Gliding Championships in August and gave a special thank you to Virginia Thompson for her outstanding efforts as Contest Manager for the Pan American Gliding Championships.

Treasurer's Report (2019 SAC Financial Statements & 2020 SAC budget) – Jay Allardyce

Jay referred everyone to his detailed report in the 2019 SAC Annual Report for a complete overview of SAC's finances. Jay did note that SAC investments have taken a big hit in the last few weeks; however, the dividend strategy that is being used to invest these funds is still expected to yield good cash flow for the Association in 2020. Jay presented the 2020 budget and explained that higher expenditures related to *Free Fight* magazine and a re-introduction of the Safety Improvement Grant will increase expenses in 2020.

Dale Guenter (SOSA) suggested that SAC may have to revisit the 2020 budget considering the current global pandemic. It was agreed by all that the budget would be accepted as-is with the understanding that revenue and expenses may be substantially different for 2020 as membership may be lower and special programs may have to be considered to support SAC clubs through this difficult time.

Motion #3: Moved by George Haeh, seconded by David Donaldson that *“the 2019 financial statements be accepted.”*
Vote: 1332 For, 0 Against Motion passed

Motion #4 Moved George Domaradzki, seconded Jim Fryett that: *“the 2020 budget be accepted with the associated membership fee structure.”*

Vote: 1332 For, 0 Against Motion passed

Motion #5 Moved David Donaldson, seconded Kerry Stevenson that: *“the activities and decisions of the SAC-ACVV Board of Directors for 2019 be approved.”*

Vote: 1332 For, 0 Against Motion passed

Motion #6 Moved Kerry Stevenson, seconded Wes James that: *“the Frouin Group be appointed to audit the 2020 SAC financial statements.”*

Vote: 1332 For, 0 Against

Motion passed

New Business /Miscellaneous

COVID-19 general discussion Sylvain Bourque shared the following statement from the SAC BoD on COVID-19 :

“In response to the COVID-19 pandemic, on 13 March the Soaring Association of Canada cancelled the in-person AGM and FTSC meeting in Vancouver to avoid a large gathering and travel planned for 21 March, replacing it with an online format. SAC recommends that each club practice the physical distancing and other recommendations from their respective provincial governments as long as required.”

Dale Guenter (SOSA) suggested that given the current situation, clubs may be lucky to fly in 2020. Dale suggested that SAC should form a working group regarding this matter. Dale offered to work on crafting some assistance to clubs for making decisions about operations during the pandemic. Offers to assist are appreciated and Dale can be reached at dguenter@gmail.com.

Bruce Friesen suggested that there might be value in having a future meeting of the members to discuss the on-going pandemic and how it impacts SAC clubs. The question was asked whether SAC could provide financial assistance to struggling clubs in this difficult time. Jay Allardyce noted that SAC certainly does not want clubs to fold. If clubs have concerns about their viability if pandemic restrictions continue, they can contact their Zone Director who will discuss the clubs' challenges with the SAC BoD.

Glider Insurance & COVID-19 Sylvain shared an option from the SAC Insurer that would allow “ground risk only” coverage at about 30% of normal rates. This would be a good option for clubs that are not able to operate due to COVID-19. For more information, interested clubs can contact Grant Robinson (grant_s_robinson@ajg.com) at Arthur J. Gallagher Canada.

2020 Nationals at Edmonton Soaring Club

Thorsten Dubel provided an update on 2020 Nationals planning in light of COVID-19. He mentioned that ESC is looking at some contingency plans and may consider cancelling the event entirely.

Motion #7 David Donaldson, seconded Tom Robertson that: *“the meeting be adjourned.”*

The meeting concluded at 2:21 pm.



COMMITTEE REPORTS

AIRSPACE – Scott McMaster

A very quiet year with nothing happening as we await the start of the Aeronautical Study that will kick off implementation of ADS-B in low level Canadian airspace. Just to jog everyone's memories, here is a quick recap from my 2018 report:

Currently NavCanada is working on implementation of a satellite based ADS-B out substitution for radar separation in high level airspace (class A, B and E above FL 600) with completion hoped for around 2022.

The Aeronautical study that will lead to eventual ADS-B out implementation in low level airspace is set to start in 2023. There will be no implementation in low level airspace before completion of this study (and its acceptance by Transport Canada), so it is unlikely we will see any regulation changes before 2024. Until the Aeronautical Study concludes there is no hard information available, but current indications from NavCanada are that their starting positions are as follows:

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

FAI BADGES – Walter Weir

See statistics table above.

FLIGHT TRAINING & SAFETY – Dan Cook

SAC Safety Report See the separate safety report prepared by David Donaldson, SAC Safety Officer. We have had one mid-air with two fatalities this year and a total of seven fatalities in mid-air collisions since the Invermere accident in 2011. See and avoid has its limitations. We have an excellent presentation for training pilots that was used in past years, updated, and is available to clubs. The aim of the presentation is to show the limitations of the human visual system, high risk flight situations and suggestions to mitigate. PowerFLARM can

Badge leg statistics, 2010–2019

	10	11	12	13	14	15	16	17	18	19	5 yr avg	% of avg
1000 km	1	1	0	1	0	0	0	0	0	0	0.0	–
750 km	2	1	0	0	0	1	0	0	0	0	0.2	–
Diamond	1	0	0	1	0	2	5	2	0	2	2.2	91
Gold	2	2	3	2	3	1	2	1	1	2	1.4	143
Silver	9	11	9	7	13	9	7	2	11	10	7.8	128
C Badges	19	27	38	17	20	20	15	14	29	11	17.8	62
Badge legs	58	36	58	42	54	49	47	36	59	45	49.0	95

The following badge legs were flown:

5 Diamond, 7 Gold, 33 Silver. There was quite a large drop in C badges in 2019.

help reduce the risk but will not be the single solution. As with all electronic warning devices they must be used correctly, installed optimally, and limitations understood. Most common situations involve blind spots, descent onto another aircraft, or closing on angle from behind such that there is no relative movement that the eyes can detect. Other solutions should involve club operations to reduce risks such as fixed towplane release points and towplane descent corridor(s) and tow pilot training. David will have other recommendations in the safety report.

Instructor Training There were no SAC instructor courses requested by clubs in 2019. Instructor shortages are a common issue for many clubs. David has suggested that we run an instructor ground school online, in a similar fashion to the online ground school for new pilots. There is synergy of group learning but without having to attend a central classroom site. The self-study program does not seem to be working well. In addition, having CFIs complete the practical flight lessons has not produced significant numbers of instructors. The plan would be to complete the academic portion online and use simulators (desk top or club if available) to complete the exercises, and then meet candidates regionally with a course conductor to complete the practical. This should reduce the training time required in the aircraft.

In addition to new instructor training, FTSC has been asked to work on instructor refresher program for the next season to help clubs have all instructors teaching the same program and refresh skills. Details will be promulgated later this spring. We will also look at a CFI (examiner) course based on the success of the online instructor ground school course. We will also look at the possibility of a Course Conductor training course.

David will distribute a Survey Monkey to look at point of view of potential pilots motivation to instruct, why they leave and why they stay as instructors. This information will help us better tailor FTSC services to clubs.

Instructor Refresher Training ASC had requested that FTSC provide refresher training points for instructors based on identified high risk events/traps, tricky lesson scenarios, and most forgotten items. FTSC is examining in more detail. Preliminary discussion has identified low and slow maneuvers and those with airbrakes open, towplane upset situations, and low skidded turns. Difficult lesson scenarios include stability

demos, stall with angle of bank demo, and landing with high surface winds. Things most often forgotten would include canopy locked, airbrake locked, correct gear operation, down-wind checks, tail dollies, closing canopies after exit, and calculating/using approach speed correctly. If you have addition items from your club/personal experience please let an FTSC member know. We will promulgate our recommendations in a *Free Flight* article later.

Instructor Standards Why SAC standards and training materials? Transport Canada is aware of the SAC training materials and curriculum and is satisfied with our program. However, we are not classified as a "TC-approved training program" or TC "Flight Training Unit(s)". However, TC expects clubs to follow the regulations that apply to FTUs. TC issues glider pilot licences and instructor ratings to retain control. TC rated instructors can write letters of recommendation for glider licences and ratings based on applicant demonstrated flying skills. Some clubs have a TC "Authorised Person" who can issue temporary licences. Clubs not following FTSC recommended materials and curriculum are not following the SAC National Safety Program and will weaken SAC's position with TC representing recreational glider pilots. TC is monitoring our training with a view of further regulating gliding which will complicate instructor training and will drive up the costs similar to power flying. Our SAC insurance is also based on the fact that we have a comprehensive central training program and standards. We are risking getting our coverage at reasonable rates for training with different curriculum or standards.

OSTIV TSP Report The OSTIV Training Safety Panel met near Gettysburg, PA USA in September this year and was attended by the SAC FTSC NSO and Chairman and representatives from USA, GE, Sweden, and by phone Finland, England, and NZ. Safety reports from each country were presented and discussed. Findings included that most countries were experiencing similar issues with stall spin, off-field landing accidents and preflight planning issues such as aircraft preparation/inspection. Phase of flight for accidents were similar to Canada. In general OSTIV nations are seeing decrease in the number of accidents but there is a decrease also of flying activity. Of interest, Sweden has experienced a rise in TMG/MG incidents/accidents and have identified fuel mismanagement as recurring issue. With respect to winch training, Germany requires 10 days of training on the winch to certify operators which is about twice the OSTIV average. TSP also discussed "I cannot release signal" and any training problems were inconclusive. Canopy, airbrake, and gear up landings are common issues.

FTSC agenda points requested included wing runner check list/drills which most countries also include in their training with similar teaching points. The Canadian wing runner double check reminder that "canopy locked", "airbrakes locked", and "tail dolly off", was well received as a good practice. Emergency scenario training was reviewed at the last seminar and there were no additional best practice recommendations. It was agreed that the more exposure to emergency scenarios the better prepared the pilot will be. The US Soaring Safety Foundation uses many scenario-based situations for instructor safety discussions at their Flight Instructor Revalidation

Clinics (FIRC). Spiral recoveries were reviewed during the flying sessions with most countries being similar and agreeing, the airbrake should not be opened in the recovery. Advanced soaring training was discussed and the Panel had not looked at producing anything by the TSP. Many EU countries include similar Bronze Badge type training as part of basic glider licence standard. Sweden has a 3 tiered approach to formal training to cross-country standards. Canada agreed to produce strawman for best practice based on our current Advanced Soaring Manual (see SAC website documents). Many US authors have also produced excellent training programs which the panel will look at. The Alberta Soaring Council has also produced a kit for cross-country training to simplify the challenge for clubs to get active in promoting cross-country flying to help retention, and this may be a good contribution to TSP.

The approach control and stick shaker concept proposed by Canada was discussed and the automatic version to use software sensors in current navigation instruments to calculate surface winds was concluded as not possible with the current capabilities of these devices. The use of angle of attack information and tactile warning such as stick shaker was supported and the OSTIV Chairman (in attendance at the TSP meeting) was going to take the discussion back to the Sailplane Development Panel (SDP) for review. The AoA technology to do this simple for sailplanes and is available, but there seems to be more pilot demand for bug wipers than stall warning! FTSC will continue to look for retrofit design solutions for older gliders based on our current developments for a black box assistant.

National Safety Program (NSP) Status This is a Performance Measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status consists of annual safety reports at time of writing (currently 68% but estimating 88%), club hazard/risk analysis (currently 80% of reporting clubs), safety audits (currently 72%), and Safety program manuals (68%). The safety program manuals are coming along with more clubs submitting. There is some confusion that an operations manual is the same as the safety program manual. The latter is about identifying how safety will be done in the club, such as incident analysis and information sharing. It should answer who, when, and how safety will be managed, outlining safety training and how follow up will be implemented. Examples are on the SAC website documents section in the Safety Officer Training manual. SAC is also working on incentive programs similar to the grants offered in the past.

Transport Canada CARs Review FTSC has submitted recommendations to TC in their Regulation Modernization Review. The focus has been in definitions of "glider" and how those regulations affect personnel licencing and aircraft maintenance. The definitions in CARs are not current with the technology (i.e. if it has an engine it is an airplane not a glider). The current regulations for licencing motorglider pilots will not change in the near future and state it is possible to fly TMG/MG with a GPL and a method of launch endorsement. TC in Ottawa has agreed to this if club letters of recommendation follow the current regulations and additional training and knowledge requirements promulgated to clubs last spring by FTSC.

Flight Training Curriculum ASC has brought to the committee's attention there are some problems with the "*I cannot release signal*" in the emergency training practical flights and recommended withdrawing it from Flight Test standards. FTSC has asked for feedback from other clubs if this was a widespread issue. With no other problems indicated, FTSC discussed with OSTIV TSP and did some flight testing with the international pilots at the recent meeting. The standard with most countries is first to use the radio. In event of radio failure the backup is a position 45° to the left on tow to make the signal. A visual line up of the tailwheel with the right wheel of the towplane is a good reference angle recommended. Swinging too far left can result in back release as slack in the rope is created. The glider must decelerate before turning right to avoid the rope. No TSP recommendations were made to cancel this test standard. Clubs should review the exercise with their instructors.

Towplane solutions & sub-committee report Jason Acker forwarded an email which concludes that it appears that SAC clubs fall outside of the regulations for air operator certificates and as such do not perform aerial work. Therefore advance ultralights could be used for glider towing operations but indicated that was a personal opinion of his read of CARs and not a legal opinion. We would suggest finding suitable aircraft (advanced ultralights, homebuilt, etc) and if we want them as towplanes, we start the work to get them approved. There is a new larger Zenith CH 750 with a 145 HP Rotax engine and the CH 801 with 150-200 hp that may be worth a look. Australia has had great success with V8 automotive engine STC in Pawnees. This STC dramatically reduces operating costs with better performance.

Chairman: Dan Cook

National Safety Officer: David Donaldson

Members: Joe Gegenbauer, Jo Lanoë, John Toles, Jason Acker
SAC Board Liaison: George Domaradzki

Director of Safety: Sylvain Bourque

HISTORIAN- Bruce Friesen

In the SAC Historian portfolio, far and away the most exciting 2019 news is the revival of *Free Flight/vol libre* magazine. Our new editor, Ben Hornett, flies with the Cu Nim Gliding Club and is really excited about his newly acquired half-share in an LS-6b. Ben brings a lot of energy and enthusiasm to the editor position. He also brings the perspective of our next generation of cross-country and contest pilots.

Ben expands on his vision and plans for the magazine elsewhere in this reports package. I will just emphasize the critical role for each of us, the essential need for each of us, to provide Ben with content for our magazine.

Have you caught on to Herrie ten Cate's "*Thermal Podcast*" yet? If not, you must! Herrie launched "*The Thermal Podcast*" earlier this spring, and his efforts to share soaring stories through the podcast medium are already attracting notice and acclaim world-wide. Herrie is a former CBC Radio producer who now uses his journalism skills to create a podcast aimed specifically

at glider pilots and the sport of soaring. You will hear everything from the background to the latest record-breaking flights to gliding book reviews. The podcast's wide-ranging content includes enough soaring history to permit this report to claim some reflected glory! Access Herrie's work through your normal podcast supplier. I highly recommend it.

Make space on your calendar for IVSM 2020. The International Vintage Sailplane Meet, to be held at Harris Hill Soaring Center at Elmira, New York, 4-11 July. The Harris Hill Soaring Corporation, National Soaring Museum and Vintage Sailplane Association will welcome you to Harris Hill and the scenic New York Finger Lakes for a week-long gathering of some of the world's significant and beautiful vintage and classic gliders. Also a substantive program of presentations relevant to those interested in glider history and restoration and a full social program. For information and registration, contact the NSM (607) 734-3128, www.soaringmuseum.org or info@soaringmuseum.org. I had the pleasure of attending the last iteration of this once-every-four-years event, in 2016, and had a great time. I am planning to be there again this year, this time with the Scarlet Lady in tow. It would be wonderful to have a strong Canadian contingent this July to help put the 'international' in IVSM.

The Vintage Sailplane Association (VSA) is mentioned above. I have been a member of that organization for a few years now, and speak very highly of it – a small but enthusiastic, energetic and knowledgeable group of people committed to ensuring soaring history and historic gliders remain vital and enjoyed by future generations. The VSA decided to court Canadian membership by setting membership fees the same for American and Canadian members, absorbing the incremental cost of postage to Canada for the Association magazine, *Bungee Cord* (an excellent glossy publication, issued four times per year). Look them up; give them a try. They earn our support.

Speaking of the VSA, the most recent issues of *Bungee Cord* have highlighted the prospects for "barn finds", for finding (or tracking down) historic airframes worthy of preservation and restoration. I am aware of at least two significant barn finds in Canada during the past year. They are out there! Let's resolve to find them and treasure them.

We can also treasure all the other elements of our soaring history – documents, photographs, artifacts. During 2019 several individuals took me up on my offer to take possession of such things, and protect them until lodged with a permanent protective environment such as the National Archives of Canada. If you possess interesting things, or bump into interesting things, and would like to ensure their future, please consider sending them on to me, the SAC Historian.

In that vein, important historical documents went to the Museum of Flight in Seattle. Tony Burton made a significant contribution to the Chinook Wave Project in the mid-1980s. Organized by a professor from the University of San Jose, the University of Calgary Physics Dept, and Boeing, the project used the Alcor sailplane built by Bob Lamson and flown by Tony. Tony has now sent relevant meteorological information, Alcor flight records and project documentation to the museum to ensure they are preserved in the appropriate location.

INSURANCE – Sylvain Bourque

As most of you will be aware, 2019-20 was a difficult year for the soaring family. We had what I would refer to as a normal hull claims year up to the glider/tow aircraft midair collision in August. Incidents like this one are difficult for all involved, our thoughts remain with the family and friends of those who lost their lives in the incident.

The result of the overall losses incurred in 2019-20 which are paid or reserved (i.e. pending) are estimated to be \$923,000. The chart below shows the insurance history over the last 11 years, the overall loss ratio is 60%. This is the most important number to an insurance company. Most insurers require a total loss ratio under 65% to make an underwriting profit on a risk. This year's losses have pushed that number from an average total loss ratio of 47% to 61% (over 11 years). Over the 30+ year history of this insurance program there have only been three events of this magnitude. Therefore, the

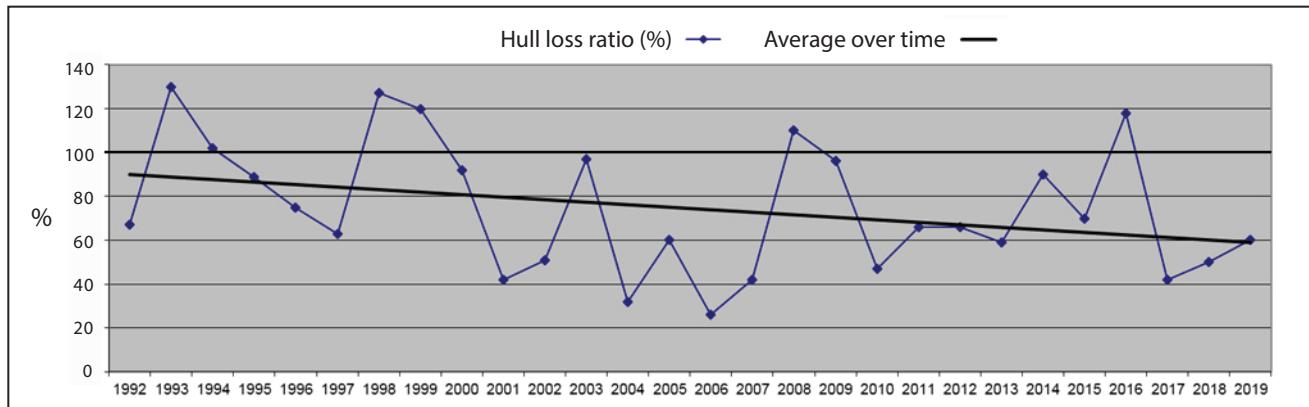
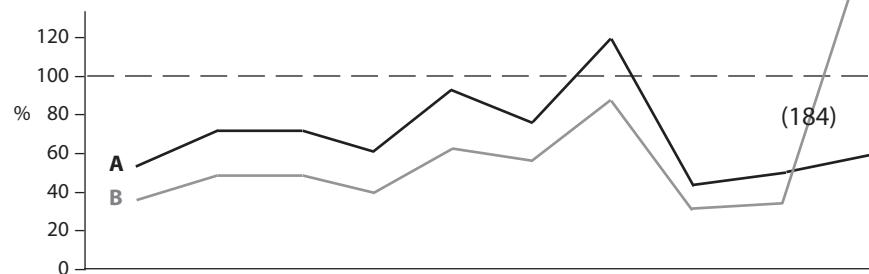
insurer views your account as a hull loss account with frequency, and a liability loss account with severity, but limited frequency.

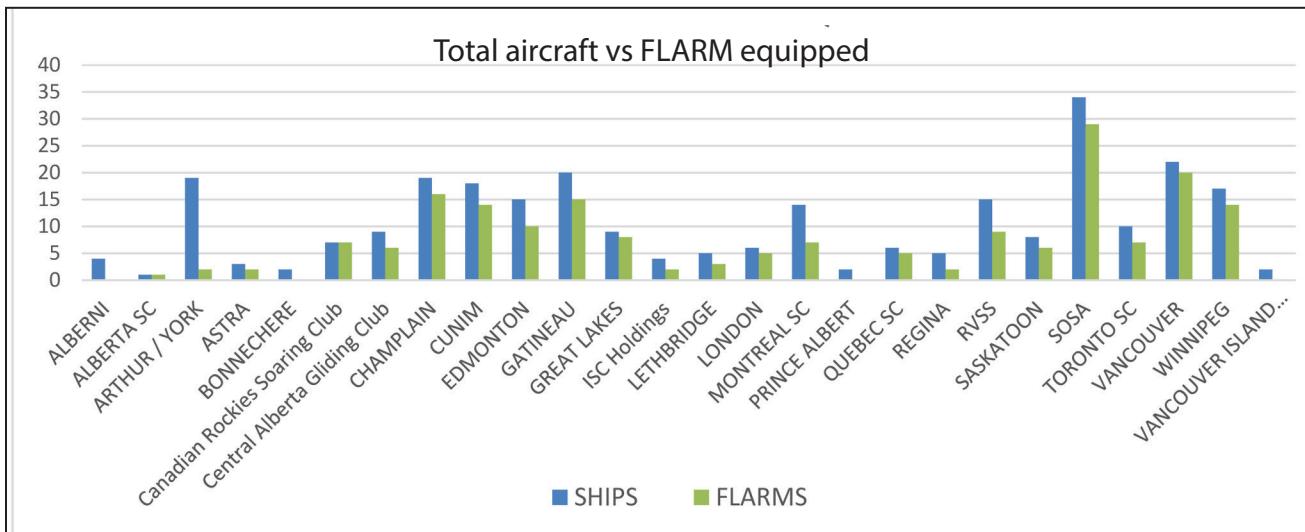
Below shows the historical hull and total loss ratio since 2010. The loss ratio has only gone over 100% (a very significant underwriting threshold) once in 11 years. As we see, the hull loss ratio is for the most part higher than the total loss ratio, this is as a result of limited liability losses in most years, which brings down the total loss ratio. The 2019-20 loss ratio is forecast to be 184% – this will adjust as claims are settled. On average, there is a gradual decline in hull claims over time, which is a positive trend for your operation and your insurer. The more attention we pay to our individual and collective club safety efforts and operations, the more we will be able to help our ongoing premium rates and insurability as a group.

The graphic above shows the FLARM installations vs total aircraft by club for 2019-20. The overall installation rate for all aircraft is 69%. This translates to 190 FLARMS installed in 276 aircraft.

SAC INSURANCE 10-YEAR HISTORY, 2010 – 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Insured Clubs	25	23	25	24	25	25	26	26	24	28
Hull Loss ratio (%) A	47	66	66	59	90	70	118	42	50	60
Total premium (\$K)	547	532	563	494	443	435	438	449	438	502
Total losses (\$K)	164	228	245	174	275	209	361	128	148	923
Total loss ratio (%) B	30	43	44	36	60	49	83	29	34	184
No claim bonus paid (\$)	6887	8191	12758	10497	10667	3492	3011	4614	3531	6640
FLARMS					86	113	114	155	169	141
FLARM % of fleet					34	44	54	61	66	67
FLARM discounts (\$)					8844	10504	12767	13949	15755	13407
										18079





SAC Membership

A reminder to submit SAC memberships to the National Office *before* the start of the regular flying season. Failure to have club membership updated to the SAC office could potentially create difficulties in handling claims involving both club and private aircraft as it creates a question as to whether the individual in control of the aircraft was a SAC member and therefore covered under the policy. Therefore it's important that clubs forward their membership updates to the SAC office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage.

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

"No Claims" Credit Through the SAC Insurance Group Plan, we continue to credit those private owners and clubs with a 3 year Claims-free record with a "No Claim Credit" at their renewal. This provides some recognition and incentive to those keeping safety foremost in their flying practices. This year over \$4,400 was credited back to owners and clubs.

FLARM credit During 2019-20, our underwriter, CAIG, continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider. The discount is available to all gliders and tow-planes insured in the plan with an installed or designated FLARM unit at annual renewal. CAIG continues to recognize the initiative of the soaring community to proactively work towards our own and others' safety in the air. For the 2019, FLARM discounts of over \$18,000 were given to clubs and private owners in the SAC plan.

2020 renewals As I write this report, we are in the early stages of negotiating the plan renewal with the assistance of our broker, Gallagher Aerospace (formerly Jones Brown). We hope to have the plan finalized in time for the SAC AGM.

We anticipate this will be a challenging renewal negotiation. The overall insurance marketplace has seen considerable rate pressure on insurance premiums over the last 12 months. The aviation insurance market is undergoing the same rate pressure. The last year has had several large aviation losses and the Boeing Max 8 grounding. It has been one of the worst performing years since 9-11 in 2001. The benefit of having been with the same insurer for so many years will benefit you in times like this when many insurers are withdrawing their capacity and reducing their aviation participation. That said, this will be a year with some form of rate/premium increase. Gallagher/Jones Brown was able to hold rates unchanged in 2019 while other insurers were seeing 10-15% increases, so this year could be difficult for some clubs and owners as we see premiums increase. The very poor overall aviation year from a loss perspective coupled with the high loss ratio experienced by SAC in the last year will make this renewal very challenging. Every effort will be made to mitigate cost increases by Gallagher on your behalf.

The 2020 policy year will run from 31 March 2020 to 31 March 2021. As usual, coverage will be automatically extended through 30 April 2020 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via email.

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

Other optional coverage options available for clubs

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

Fuel tank spill coverage Most property insurance, including the SAC liability policy for our club premises, specifically excludes environmental damages. Clubs will once again this year be offered the opportunity for separate coverage for fuel tank environmental liability. The premium will depend on specific club situations (tank types, number of tanks, tank location, surrounding environment) and so requires a separate questionnaire. It covers on-site and off-site cleanup, and third party liability (bodily injury and property damage) for pollution conditions resulting from the insured storage tank systems. A \$1,000,000 limit for third party pollution and limited first party clean-up will cost between \$1,500 and \$2,500 depending on your storage tank protection and volume.

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

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

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

Directors & Officers Liability (Management Liability)

Coverage for your Board of Directors, including directors and officers of the club in the execution of their duties and

obligations. A \$2,000,000 limit can cost in the range of \$1,800-\$2,500 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.

Here's hoping a fun, challenging and safe year of flying for everyone in 2020.

RECORDS – Roger Hildesheim

2019 was a significant record year for Chester Fitchett with an incredible flight that qualified for both the Free 3 TP Distance (1120 km) and Free Out and Return (838 km) records. This is especially significant as this is the first cross-border record flight into the USA that has been approved in Canada in many years. Chester did a significant amount of preparation and planning to ensure that all required cross-border procedures were followed. Well done Chester! Best wishes for a safe and fun 2020 flying season.

<i>Pilot:</i>	Chester Fitchett
<i>Date/Place:</i>	14 Sept 2019, Black Diamond, Alberta
<i>Record Type:</i>	Free 3 Turnpoint Distance, Territorial, Open
<i>FAI Category:</i>	FAI 3.1.5f
<i>Sailplane Type:</i>	Arcus M (C-FZWW)
<i>Distance:</i>	1120 km
<i>Task:</i>	Start N50°40'45" W114°36'59" TP#1 N46°45'59" W112°41'43" TP#2 N50°42'54" W114°30'27" TP#3 N49°45'37" W114°00'13" Finish N50°34'24" W114°14'38"
<i>Previous Record:</i>	Tim Wood, 1002.4 km, 2008

<i>Pilot:</i>	Chester Fitchett
<i>Date/Place:</i>	14 Sept 2019, Black Diamond, Alberta
<i>Record Type:</i>	Free Out & Return Distance, Territorial, Open
<i>FAI Category:</i>	FAI 3.1.5d
<i>Sailplane Type:</i>	Arcus M (C-FZWW)
<i>Distance:</i>	838 km
<i>Task:</i>	Start/Finish N50°23'17" W114°16'12" TP#1 N46°45'59" W112°41'43"
<i>Previous Record:</i>	Tim Wood, 690.2 km, 2010

The table of Canadian records, current to 5 March 2020, is on pages 41 and 42.

SPORTING – Jörg Stieber & Chris Gough

International Gliding Commission *Jörg Stieber*
 I was unable to attend the ICG Plenary Meeting in March 2019 in Istanbul. A proxy with detailed voting instructions were given to the US delegate. The minutes of the meeting and other documents such as the financial report can be downloaded from the FAI-IGC website at <http://www.fai.org/igc-documents>. Unfortunately, neither I nor our Alternate Delegate will be able to attend the upcoming Plenary Meeting on March 6/7 in Budapest. The US has accepted our proxy, we will use the same procedure as last year. A detailed agenda for the upcoming meeting is posted at the documents section of the FAI-IGC website. The Canadian voting instructions were posted before the meeting for comment.

3rd FAI Pan-American Gliding Championships – A clean sweep for Canada –

The 3rd PAGC was an unqualified success for Canada as the host country as excellent organization, thanks to Virginia Thompson, combined with great soaring conditions, provided our guests from across Canada, the US and Argentina with a memorable contest and soaring experience. In total, we had nine competition days out of a possible eleven (twelve minus one mandatory rest day). Conditions were at times quite challenging and varied widely.

In 18m Class, Canada had a clean sweep of the podium as three of the four Canadian pilots in this class were on it. 15m/Std Class was also won by a Canadian, followed by two US pilots. The Argentinian pilots were strong in Club Class, finishing first and second with a Canadian pilot in third place.

The complete results are posted at the Soaring Spot:
https://www.soaringspot.com/en_gb/3rd-fai-pan-american-gliding-championship-ontario-muni-2019/results

There were no Canadian Nationals held in 2019 because in order not to dilute resources and competitor pool. For Seeding purposes the 3rd PAGC qualify as Canadian Nationals.

2019 Alberta Provincial Soaring Championships

Jörg Stieber & Chris Gough

For the first time in many years the Alberta Provincials were held at Cu Nim on the May long weekend. There were initially

18m Class – 13 Competitors

1 Jerzy Szemplinski	CAN	XG	ASG 29-18	6935 pts	100.0%
2 Sergei Morozov	CAN	MS	ASG 29-18	6830 pts	98.5%
3 Jörg Stieber	CAN	JS	ASG 29-18Es	6760 pts	97.5%

15m/Std Class – 14 Competitors

1 Luke Szczepaniak	CAN	2W	ASW 27B	6333 pts	100.0%
2 Tim Taylor	USA	TT	Ventus 2	6313 pts	99.7%
3 Sarah Arnold	USA	SK	Ventus 2ax	5928 pts	93.6%

Club Class – 13 Competitors

1 Carlos Lucci	ARG	PM	ASW 20	6609 pts	100.0%
2 Matias Pasztor	ARG	HG	Std. Cirrus	6489 pts	98.2%
3 Rafael Bravo	CAN	DW	LS 4	5990 pts	90.6%

20 pilots signed up, but the weather did not cooperate and the contest was moved to the Canada Day long weekend. Many pilots had to drop out as a result but the ones who did come were able to fly on all four difficult days. Patrick McMahon took first place with John Gruber in a close second.

1 Patrick McMahon	TZ	ASW-19	2354pts	100.0%
2 John Gruber	4E	Std Cirrus	2235pts	94.9%
3 Team ZH	ZH	Duo Discus	2003pts	85.1%
4 Team NIM	NIM	DG-1000	1928pts	81.9%
5 Tony Burton	E2	Russia AC4	1119pts	47.5%

MayFly Gatineau Gliding Club, 17-20 May

Eleven competitors, 18 May was the only one scoring day.

Top three pilots were:

1 Jan Brochoki	MS	DG-300	32
2 Lee Faskin	WW	ASW 24	23
3 Pierre Gavillet	PG	LAK-17A	22
3 Ian Grant	IN	Discus 2	22

Provincials and Zone Contests

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

2019 Ontario Provincials, 28 June – 1 July

The Ontario Provincials were hosted by Toronto Soaring. Competitors who arrived early enjoyed great conditions with 8000 ft cloud base on the practice day 27 June. Unfortunately, this did not continue into the contest. 29 June was the only contest day. Conditions were marginal with barely 3000 foot cloud base. Top of the lift was even lower on the two subsequent days, so the start was not opened. The contest was well attended. 15 Competitors flew in one Handicapped Class. Top three pilots were:

1 Krzys Wiercioch	MF	Std Jantar	
2 Joerg Stieber	JS	ASG 29Es-18	779 pts
3 Jim Fryett	JF	LAK-17A-18	724 pts

Canadians in US Competitions

2019 was a year where Canadian pilots achieved spectacular successes in several top-level US competitions.

FAI Sailplane Grand Prix USA, 26 March – 1 April

A supreme win for Canadian pilots Sergei Morozov and Jerzy Szemplinski at the FAI Sailplane Grand Prix USA in Seminole Lake, FL. Best US pilot was Sean Fidler.

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

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

US 15m Class Nationals, Lancaster, SC 7-15 May

The four Canadian competitors in a field of 24 achieved excellent results:

1	Dave Springford	F1	ASG 29-15	4553 pts	100.0%
3	Jerzy Szemplinski	XG	ASG 29-15	4523 pts	99.3%
8	Sergei Morozov	MS	ASG 29-15	4270 pts	93.7%
18	Luke Szczepaniak	2W	ASW 27	3774 pts	82.9%

Congratulations Dave on winning the US 15m Nationals and Jerzy for making the podium! It was a very tight race among the top three pilots.

US Open/18m Class Nationals, Hobbs, NM 18-28 June

18m Class: Three Canadian pilots competed in a field of 30 pilots:

2	Jerzy Szemplinski	XG	ASG 29-18	7420 pts	97.8%
8	Sergei Morozov	MS	ASG 29-18	7124 pts	93.9%
20	Dave Springford	F1	ASG 29-18	6391 pts	84.2%

Congratulations Jerzy on a close 2nd place!

Senior Soaring Championships, Seminole Lake, FL Mar 9-15

Two Canadians competed in a field of 58 pilots: Ed Hollestelle (27th place), Andy Gough (39th place)

Region 5 North, Perry, SC 16-21 April

Five Canadian Pilots competed in four classes:

Sports Class (22 competitors):

3rd – Ed Hollestelle 94.6%, 8th – Marian Rakusan 82.9%

Open Class (9 competitors):

2nd pl – Jerzy Szemplinski 98.4%

18m Class (17 competitors): 8th – Joerg Stieber

FAI Handicapped Class (18 competitors):

5th – Luke Szczepaniak 94.2%

Region 8, Ephrata, WA 17-22 July

Canadian pilots competed in three classes.

Sports Class (9 competitors):

1st pl – Branko Stojkovic, 3rd pl – Dragan Zubovic

Congratulations!!

18m Class (6 competitors):

1	Mike Thompson	M1	ASG 29-18	3712 pts	100.0%
3	Martin Dennis	KT	ASH 26E	3385 pts	91.2%
4	Dennis Vreeken	2A	DG 808B-18	3257 pts	87.7%

Congratulations Mike, on winning the 18m Class!

FAI Handicapped Class (9 competitors): 5th pl – Bruce Friesen

Competition hosting grants

The following grants were awarded in 2019:

3rd PAGC	SOSA Gliding Club	\$5,000
Alberta Provincials	ESC, AB	\$1,000
Mayfly	GGC, ON	\$1,000
Ontario Provincials	Toronto Soaring, ON	\$1,000

OLC Canada

Branko Stojkovic

The 2019 OLC season ended on 23 September 2019. Participation has dropped from being stable slightly above 300 pilots for the last five years to 286 pilots. The reason for the drop is unknown. The 2019 soaring season started late in Central Canada (Ontario/ Quebec). The number of flights and distance scored are still

2016 which was an outstanding season in Central Canada. However, they have recovered somewhat from the lows of 2017.

Note: The club score also includes flights scored by club members outside Canada.

<i>Flights scored in Canada in last 4 years</i>	2016	2017	2018	2019
<i>Number of participants</i>	329	315	328	286
<i>Total flights in Canada</i>	3465	2791	2936	2971
<i>Total km in Canada</i>	615,218	443,064	493,610	516,343
<i>Highest km by a pilot</i> (Trevor Florence – 105 flights)	22,781	23,094	22,296	20,077
<i>Highest km by a club</i> (Canadian Rockies)	115,867	87,224	92,787	84,016

Winners and Achievements:

Best OLC flight – Canada, North America & Worldwide

Chester Fitchett; Arcus M; Black Diamond, AB 4 July 2019
1310 km – 1191 OLC pts

OLC Canada Champions (6 best flights)

1	Chester Fitchett , Cu Nim Gliding Club	6122 pts
2	Hans Baeggli , Canadian Rockies Soaring Club	4332 pts
3	Trevor Florence , Canadian Rockies Soaring Club	4289 pts

Chester Fitchett is the new Canadian OLC champion, replacing last year's champion, Trevor Florence. The same pilots were the highest scoring Canadian pilots in the OLC North America.

OLC Canada Junior Champions (6 best flights):

1	Clayton Bartz, Edmonton Soaring Club	669 pts
2	Chris Begemann, SOSA Gliding Club	627 pts
3	Timothy Belchior, Canadian Rockies Soaring Club	492 pts

Congratulations to Chester Fitchett, Trevor and Canadian Rockies Soaring Club on excellent OLC results!

2020 Canadian Nationals

Chris Gough

The 2020 Canadian National Soaring Championship will be held at the Edmonton Soaring Club in Chipman, AB for the first time in over 30 years. After a very successful Provincial contest in 2018, the club is excited to share its great facilities and soaring weather with the Canadian soaring community. There will be numerous social events over the event including a pig roast, open-mic night at the pub and RC club demonstration. Dates: May 27-June 5 – practice May 25 & 26. Sign-up with the registration form on our website:

<http://cdnats.soaringchampionships.ca/>

Le Championnat national canadien de vol à voile 2020 aura lieu au Edmonton Soaring Club à Chipman, en Alberta, pour la première fois en plus de 30 ans. Après un concours provincial très réussi en 2018, le club est ravi de partager ses excellentes installations et météo avec la communauté canadienne de vol à voile. Il y aura de nombreux événements sociaux, y compris un rôti de porc, une soirée à micro ouvert au pub et une démonstration d'avions téléguidés. Dates: 27 mai au 5 juin avec journées de pratique les 25 et 26 mai. Inscrivez-vous avec le formulaire d'inscription sur notre site web

Nationals rules update

Finish Cylinder The local procedures of a contest are now allowed to vary the finish cylinder diameter from 2 to 10 km. This flexibility will allow safer finishes especially at sites with challenging terrain. See recommendations from the Belgian proposal to the IGC: https://www.fai.org/sites/default/files/6_2_13_presentation_-_a_safer_finishing_procedure_-_belgium.pdf

FAI rules The USA is starting a move to FAI rules. This year's Nationals will be scored according to the traditional US rules, using Winscore as the USA changes have not been finalized. We do anticipate flying with FAI rules for next year's Nationals.

Seeding List rules updates

The SAC seeding list rules have been reviewed. The Sporting Committee recommends the following changes.

New rules:

- Continental Championships added throughout the document.
- The minimum seeding cut-off score for a Continental Championships is 70.
- Class selection priority has been added to the rules. Previously, this was not included but assumed. The Canadian 'Group A' & 'Group B' have been split with the FAI division of classes at world events. 'Group A' will have priority for Open, 20m & 18m classes and 'Group B' will have priority for 15m, Standard, Club & 13.5m classes.
- A Canadian Nationals result must be included in terms 1 or 2 as long as there has been 2 scored Canadian Nationals (or Pan-American contest held in Canada) in the 3 year scoring period. This is to allow using other competitions in case more than one Canadian Nationals is weathered out or not held over the scoring period.
- Canadian and USA regional contests have been included in the seeding list to encourage more participation.

Amended rules:

- A pilot flying in a two-seat glider can now earn seeding points. The Sporting Committee must be consulted on which pilot will be seeded to avoid a 'lesser pilot' using a 'hired gun' to gain seeding points. The selected pilot must be flying on every day the team achieves contest points. The Sporting Committee wants to encourage top pilots mentoring new pilots in two-seat gliders during contests.
- Contest factors have been updated to reflect Canadian's performance in recent contests.
- The 'First Term' can include the most recent WGC, PWGC or CGC. Previously there was some ambiguity as to which contests could be in the first term.

A draft of the updated Seeding List rules will be posted on the SAC website for comment.

Canadian Territorial Records Updated

Joerg Stieber

The Sporting Committee unanimously recommends updating the definition of Canadian Territorial Records from "All turnpoints must be in Canada" to "The flight must originate in Canada and the Start Point must be in Canada". This recommendation is based on the following factors:

- Distance records flown entirely within Canada are pretty much maxed out, due to the limitations of geography.

- Allowing cross-border flights for territorial records, allows us to recognize Chester's extraordinary flights with the hope that this will re-invigorate the space for territorial distance records and lead to further exploration of the possibilities offered by the Rocky Mountain wave systems.
- The recommended definition is consistent with FAI rules for Continental records and OLC rules.
- There is historical evidence that cross-border record flights were undertaken in the 1960s.

Sporting Committee chairman: *Joerg Stieber*

members: *Branko Stojkovic*
Chris Gough
Emmanuel Cadieux
Walter Weir

SAFETY – David Donaldson

Each year, individually, we report on what happened. The quality and extent of the reports varies greatly. Some are multipage detailed accounts of various incidents, some are a simple "none". The point of this exercise is *not* an accounting of who is making mistakes and who is not. The purpose is to help drive a generative safety culture, one where mistakes are not viewed as something simply to be avoided, but something to also learn from. A mistake is an opportunity to learn and grow, to evolve and improve. The messages that I see in the reports are clear. Some clubs have a very progressive and evolved safety culture while others struggle. What we are looking to develop is a culture where people are not only looking out for each other but also openly discussing their mistakes – a discussion that is rooted in learning, not blame.

Of the 22 (92%) clubs who did report we had 167 incidents and 11 accidents, one of which was fatal. We also had three aircraft written off. The full report of the fatal accident is available for you to read (link below). Here is a short summary and reflection on how this could apply to each of us.

On the 26 July, towplane Cessna 182N, C-FPZE collided with Glider ASK-21, C-FLTY. The resulting damage separated the tail surfaces of the glider rendering it uncontrollable. The towplane had a damaged propeller, engine and left wing. The pilot of the towplane was able to retain control of the aircraft and execute a safe landing after declaring an emergency. Both glider pilots (instructor and student) were fatally injured.

The purpose of accident investigation is to learn lessons from the accident so as to avoid the situation in the future. This approach has served us very well over the years. The current reality of aviation safety is that we have reached a point of diminishing returns when it comes to accident investigation. If we are going to improve our safety record, we need to look for leading indicators of safety. An accident report is a lagging indicator, it tells us there is a problem only after the accident. We will be much better served by leading indicators, by being more aware of the behaviours and norms that exist in our clubs. Looking for the instances of not following procedures,

looking for short cuts being taken, looking for things that could impede a safe operation, things that have often been that way for a very long time.

We had a fuselage stand that had two sharp pointy bits that could damage the fuselage as it was rolled in and out of this stand. It was identified as a potential issue, but nothing was done to correct it. A couple of years later, sure enough, the fuselage was damaged. Fortunately, it was only a minor dent. This less than optimal situation was "fine" until one day it went wrong. This is an example of where we identified an issue and did not act before the incident occurred.

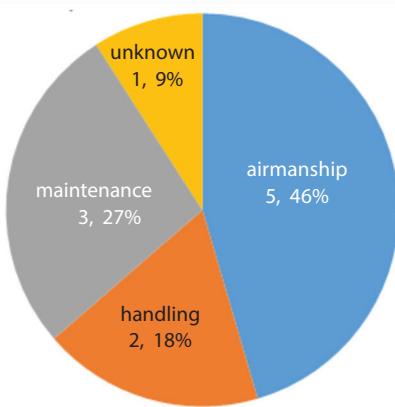
I invite you to read the full report for yourself: <<http://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2019/a19w0099/a19w0099.html>>. Considering the sequence of events, what can we learn and what do you see happening in your club that you are thinking should be discussed. Think about how this might be addressed. Consider running a FlyTop exercise to identify and mitigate potential hazards.

We had a very bad year. We had a very bad year because we lost two of our members. We had a very bad year because we wrote off three airplanes. We had a very bad year because we had a high number of incidents of pilots not following procedures. We had a very bad year because we are not learning from our mistakes. The by-line for the TC Aviation Safety Letter is, *"learn from the mistakes of others, you will not live long enough to make them all yourself."*

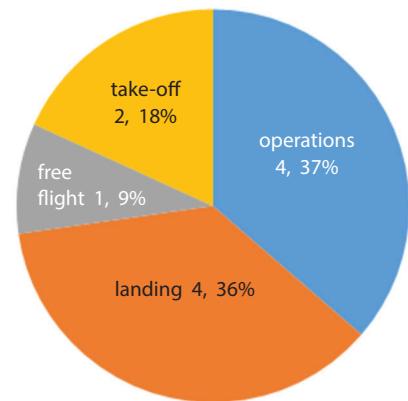
What is particularly concerning is the number of near miss incidents. Four of them were other types of aviation (small airplane, airliner, skydiver) and two were with towplanes. This is particularly disturbing considering the fact that our fatal accident this year was a mid-air collision between a towplane and a glider. These near misses with towplanes were directly attributed to a deviation from standard procedures.

There are two incidents I wanted to highlight and both involved two-place gliders. The first was a guest flight who kept trying to fly the airplane even when the instructor asked

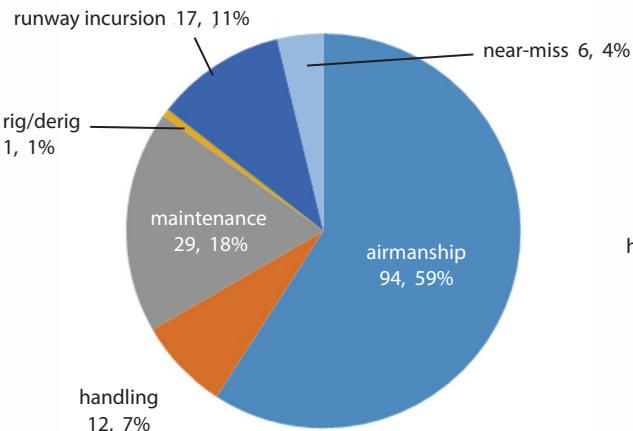
Accidents by category



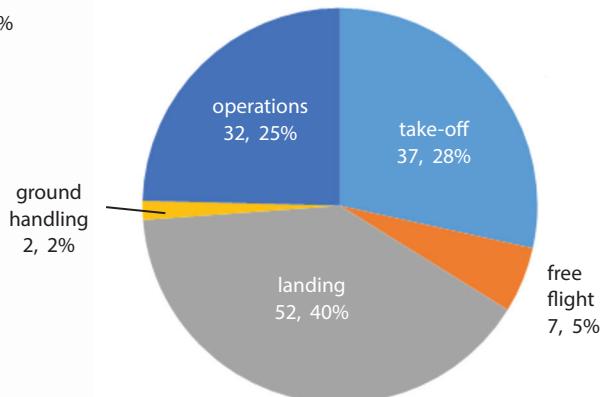
Accidents by phase of flight



Incidents by category



Incidents by phase of flight



him to let go of the stick. The second was two licensed glider pilots who had two incidents on the same flight. During the debrief, both pilots thought the other was PiC. We also lost a couple of towropes to pilots selecting the wrong handle and releasing the rope instead of lowering flaps, one was a first flight of the year, the other first flight on type. All of these incidents indicate a lack of preflight planning and briefing. There were several other flights that have the same indication, the evidence is pointing to a lack of preparation.

However, it is not all bad news. We went from five canopies opening in 2018 to two in 2019. I am also very happy that we had a couple reports of the wing runner checklist preventing take-offs with unlocked spoilers, canopies, and tail dollies. When these procedures are followed, they have a positive effect. We also have seen some positive movement in the area of spoilers opening on take-off and gear up landings.

In last year's report we identified our biggest opportunity for improvement was airmanship, we have a slight improvement (59% this year in incidents, down from 66% last year). Based on what I am seeing, we need to increase our diligence, our awareness of proper procedure and not tolerate deviance. We need to hold each other accountable. In short, we need to build and live a better safety culture. I am not talking about a punitive "you broke the rules and now you will pay" but a culture that is open to discussing occurrences and learning from them. One when we see something happening, we are okay to step in and say something.

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

- *Landing out carries extra risk, where we need to have increased diligence.*
- *Procedures are there to help us, use them.*
- *A good preflight briefing is critical, even when solo.*
- *If something seems not quite right, question.*
- *Taking off is optional, landing is mandatory.*
- *We are human, we must eat and drink and rest.*

This coming season, observe and think about the culture that you have at your club. Is it a safe one? How are you contributing to it? Fly Safe.

Accidents

- 1 Mid-air collision between ASK-21 glider and Cessna 182 towplane. The towplane returned for a safe landing. The instructor and student in the glider did not survive. Both aircraft were written off.
- 2 Glider experiences heavy sink on short final, pilot lowers nose to ensure sufficient speed. Glider impacts the ground at runway threshold, nose first and bounces before landing. Substantial damage to the empennage.
- 3 ASW-28 outlanding with extensive damage to glider (written off), no injury.
- 4 Glider outlanded that resulted in the landing gear mechanism being substantially damaged as a result of a hard landing.
- 5 Towpilot lost directional control on landing. Towplane

departed the runway and impacted a first aid kit when returning to the runway, substantially damaging the right aileron.

- 6 The opposite wing from the wing runner damaged while glider being ground towed, .
- 7 Single place glider being towed from the tail, wingtip strikes signpost when driver moved off to the side to accommodate landing glider.
- 8 Towplane cowl opening during flight after boosting the engine and closing the cowling with the engine running. The towplane was landed without further incident.
- 9 Parked glider canopy (side-hinged) blew open damaging the fuselage, taking the glider out of service for several months for repairs.
- 10 Canopy opened on take off, damaging the glider.
- 11 Farm tractor rolls into car, damaging the car door.

Incidents

- 1 ASK-21 rear canopy left open resulting in a burn mark on the interior.
- 2 Near miss with transient aircraft when towplane was returning to glider airfield.
- 3 Loose camera left in 2-place glider for several flights before being located.
- 4 Runway incursion by glider being ground towed onto runway with a glider on final. Glider landed long to avoid collision.
- 5 Live mouse discovered in spoiler box during the daily inspection. Traps installed.
- 6 Two gliders landed in the opposite direction. A runway change was not communicated.
- 7 Gear collapsed on landing (not locked).
- 8 Glider landed on the opposing runway, contrary to club procedures.
- 9 Glider rolled on top of the tow rope during takeoff, causing the rope to snap free and hit glider, the take off continued without further incident.
- 10 Runway incursion by a member's dog getting loose.
- 11 Instructional flight, student allowed speed to decay on short final resulting in a hard landing.
- 12 Towplane taxied into runway marker. No damage.
- 13 During the DI the spoiler was observed to be jamming when closing. It was lubricated and signed off for flight. Further discussion and investigation led to the aircraft being grounded. The spoiler mechanism did, in fact, require significant repair.
- 14 Guest flight conducted without required ballast weights.
- 15 Guest flight conducted without required ballast weights – second incident at same club.
- 16 Glider hooked up for take-off with tail dolly left on, tail dolly was noticed and removed before take-off.
- 17 Glider gridded, ready for take-off with tail dolly left on, tail dolly removed before take-off.
- 18 Tail dolly left on parked glider contrary to club procedures.
- 19 Tail dolly left on parked glider contrary to club procedures – second incident at same club.
- 20 Pilot disorientation after taking off in smoky conditions resulted in landout.
- 21 Landout during XC training/practice. This event was high-

lighted as an example of sound preplanning and decision making before and during the flight.

22 During landing the brakes were aggressively applied causing the glider to nose over, dragging the bottom of the nose along the ground with the tail subsequently returning to the ground rather hard.

23 "Take up slack" signal initiated early. Inexperienced wing runner initiated the signal before the pilot was ready. Pilot released the tow rope.

24 After landing on a hot day, the passenger pulled the canopy jettison lever attempting to open the canopy.

25 Glider took off with the spoilers open. Spoilers were closed and the flight completed without further incident.

26 Glider landed gear up. No damage.

27 Incomplete end-of-day procedures. Several examples including batteries not charged, mouse traps not in place, tires not removed from runway.

28 Slow winch launch. Contributing factors: non-functional tensiometer and light tailwind, resulting in an 800 foot release. The glider completed a normal circuit and landing.

29 Fuses blowing when battery on charge, fuses upgraded to an appropriate rating.

30 During winch launch, glider drifted within one-half wing span of tall crop.

31 Ground vehicle on runway when glider was on final, glider modified approach and landed well past ground vehicle.

32 Glider landed too close to hay bales on hangar flight (last flight of the day).

33 Wing runner spotted unlocked canopy and seatbelt not secure.

34 Winch engine rev'd when operator picked up headset due to headset cable being looped over winch throttle handle (fortunately, drum was disengaged).

35 Winch take up slack call made while wing still on ground, glider released the cable. Contributing factor early season flight.

36 Ground vehicle crossing runway with glider on final. Contributing factor first day of season.

37 Wing collar disengaged; discovered during DI of Grob 103 (note, this is the locking mechanism that secures the wing in place).

38 Cord that limits opening of side opening canopy failed, resulting in rail and hinge damage. Cord had recently been replaced with a thinner cord.

39 Glider landed in field immediately adjacent to airfield after getting low in the circuit and not adjusting.

40 Pilot flew above the "cap" altitude (max height due to controlled airspace) of 8000 feet asl mistaking the cap altitude as being based on agl and not asl.

41 Forest fire smoke caused significantly reduced visibility. Several pilots reported becoming disoriented and several chose to cut their flights short due to the smoke. The towpilot suggested that we stop flying but this was overruled as there was good lift.

42 Pilot became disoriented in smoke and elected to land in a farmer's field about 8 km from the airfield. Landing took place without incident and glider was retrieved by ground.

43 Glider hit hangar door (door not fully open).

44 Glider and towplane had a near miss at about 1200 agl when towpilot deviated from standard procedures and flew through glider's circuit.

45 Glider dropped a wing on takeoff and experienced a ground loop. Minor damage occurred to the gear doors.

46 Glider took off without any airspeed indication. Pilot opted to land to investigate and discovered a weed was lodged into the pilot tube.

47 Glider got out of position behind the towplane at about 400 feet. Glider pilot opted to release and landed without further incident in a farmer's field. Glider retrieved by ground.

48 Glider ground-looped on outlanding in knee high soy bean crop. Glider undamaged.

49 Oil leak discovered on towplane. Aircraft was grounded and the oil leak corrected.

50 Engine compartment of towplane was very oily. Further investigation uncovered an oil leak from the right magneto. Aircraft grounded until the leak was corrected.

51 A 2-place glider flown solo, landed in tall grass short of the runway threshold.

52 Glider approached runway diagonally due to the strong crosswind. The glider touched down roughly 20 feet prior to the side of the runway in tall grass. No damage.

53 Glider approached diagonally to runway due to the strong crosswind. The glider touched down roughly ten feet prior to the side of the runway in tall grass. No damage.

54 A 2-place glider on instructional flight landed very long and rolled past the end of the runway into tall grass and ground looped. No damage.

55 A 2-place glider on instructional flight approached diagonally to runway in high crosswind. The glider touched down roughly 20 feet prior to the side of the runway, in the tall grass and ground looped. No damage.

56 Glider on approach while a glider was being pulled slowly and across the runway. The landing glider modified to avoid collision.

57 Towpilot aborted takeoff when a tractor crossed the end of the runway.

58 Spoilers unlocked on takeoff, pilot noticed and locked them.

59 During landing roll the gear retracted and the glider came to a stop on the bottom fuselage. No damage.

60 Glider being towed back to its trailer, hit the trailer, damaging ramp.

61 Glider on final adjusted to avoid a glider being ground towed across the runway.

62 Takeoff delayed as glider was towed across the runway.

63 A 2-place glider on a cross-country flight ground looped during the landing. No damage.

64 A 2-place glider on an instructional flight practising a cable break with a modified circuit landed very long and rolled past the end of the runway, no damage.

65 A 2-place glider on an instructional flight landed very long and rolled past the end of the runway.

66 Pedestrian walked onto the runway with a glider on short final.

67 Rope break on tow at 600 feet, glider returned without further incident.

68 Flight was conducted with no radio (NORDO).

69 Rope was dropped by towplane close to picnic tables.

70 Pedestrian walked onto the runway with a glider on short final.

71 Near miss between towplane with glider on tow and unidentified aircraft that transited airport.

72 Drone flew across runway threshold, unable to locate operator.

73 Towplane with glider on tow launches as second glider on short final. Landing glider passes towplane as all-out signal is given. Towplane continues the launch, passing the landing glider shortly after breaking ground. The take-off continued without further incident.

74 Pedestrian walked onto the runway with a glider on short final.

75 Glider landed gear-up.

76 Pedestrian walked onto the runway with a glider on short final.

77 Missing nut discovered on towplane engine during pre-flight inspection.

78 Glider landing gear collapsed on take-off, inspection revealed no damage. Bumpy ground determined to be the cause.

79 Glider landing gear collapsed on landing. Glider had experienced a gear collapse on the previous take-off attempt.

80 A two-place almost landed with gear up when the student failed to lower the gear. The instructor prompted the student to lower the gear shortly before touchdown. Contributing factor: the 3-hour flight was planned as a short instructional flight, hence no water or food was on board.

81 Spoilers opened on take-off. The spoilers were closed and the flight completed without further incident.

82 Towplane oil inspection door opened in flight due to hinge failure. Door eventually separated and struck the windshield. Towplane landed without further incident.

83 Glider indubitably stalled while in a slide slip, the pilot recovered. Flight was completed without further incident.

84 Person almost walked across runway during launch.

85 Glider tire pressure low.

86 Two-place glider trying to assess a damaged glider that had outlanded had FLARM warning with towplane and got low in circuit.

87 Glider has premature tow release.

88 Glider experiences second premature release, a kink in the release cable linkage and sleeve is suspected to be the problem.

89 Rope break during boxing the wake exercise.

90 Glider did not have FLARM on during launch and crossed 300 ft underneath a second glider on tow.

91 Low tows due to tailwind on take-off.

92 Car with trailer crossed runway during flight operations.

93 Mower driven too close to wing.

94 Glider landed with radio on the incorrect frequency, hence did not receive the calls to land long to accommodate a second glider in the circuit. Both gliders landed without further incident.

95 Towplane flown with unserviceable FLARM.

96 Glider released after extreme slack rope occurred on tow.

97 Visitor crossing runway walked in front of glider on final and had to scramble to get out of the way in time.

98 Golf cart hit horizontal stabilizer.

99 Student with instructor landed hard.

100 Glider intended a short flight but was caught out by rain which changed to hail and snow. Landed back at field in the snow/slush.

101 Glider outlanded, pilot having medical issues, found low oxygen after landing.

102 Glider called downwind, then landed on the reciprocal with a strong tailwind.

103 Rope coiled around ground crew's leg and towplane tripped them when pulling forward.

104 Glider flown with loose ballast weight in front seat.

105 Towplane tire pressure low, causing longer ground roll.

106 Student got low in circuit and used cross runway to ensure they made the field.

107 Glider did not respond to ground radio transmissions. Towplane radioed and made contact.

108 Towplane gives constant FLARM warnings on tow.

109 Burn mark found on weak link, weak link replaced.

110 Glider flown with expired C-of-R.

111 Glider launched without wing runner contrary to club procedures.

112 Low battery caused poor to no radio reception. Switched to alternate battery and problem resolved.

113 Ground radioed glider in circuit that gear was retracted. Although the gear status indicator showed down, pilot pulled "emergency down" as a precaution. Glider landed without incident.

114 Glider pilot felt hypoxic symptoms around 25,000 ft and initiated an emergency descent.

115 Glider went out the top of the Cowley block after extension was closed and entered class A airspace.

116 Mower observed driving underneath wing of glider with little clearance.

117 Tow rope released by the towplane moments after glider released at altitude. Tow rope was lost.

118 The glider was released at 300 ft during instructional exercise. The initial runway chosen was 14 but because of a glider on runway 14, the pilot decided to switch to runway 12, the glider landed in a soy bean crop off the end of runway 12.

119 Glider ASI was working in reverse. This lead to a slow approach and an undershoot, landing in the weeds, causing a crack in the rear door of the gear.

120 Towplane executed a go-around due to conflicting glider landing traffic.

121 Glider landed in farmer's field beside the runway.

122 Pilot raised landing gear instead of extending it and landed gear-up.

123 Glider taxied into farmer's field after normal touch down and ground looped.

124 Glider ground looped after landing.

125 Towpilot inadvertently pulled the rope release handle instead of the flaps.

126 Glider on final has second glider turn on to final in front of first glider. Second glider elected to land in farmer's field beside the runway. Contributing factor was passenger panicking and dry heaving in second glider.

127 A crowbar left in grass almost hit by grass mower.

128 Glider had heavy, bounced landing. Tail wheel tire deflated. Pilot had some back pain and was checked out in hospital the next day.

129 A 2-place glider got out of position on tow, causing the rope to break. Both pilots thought the other was PiC.

130 Glider arrived at airfield low and fast, with broken tow rope still attached (same flight as above), crossing the active runway just behind the launch point.

131 Towplane initiated clearing turn before glider released causing the rope to break.

132 Glider had hard landing after rope break on tow (same flight as above) while avoiding a parked glider with a flat tire.

133 Tow rope presented missing TOST ring, but with Schweizer ring still attached (normally both rings attached). Rope broke on initial take-off roll.

134 Two-place glider with guest in front seat flown without required ballast.

135 Guest was holding the control stick, causing difficulty for the pilot to control the glider.

136 Several low approaches, almost touching the corn crop were observed. Aiming point was moved further down the runway as the crop got taller.

137 Near miss between skydiver in free fall and glider. Glider pilot was aware of the drop zone on the map and was well out of the marked zone. Due to wind and cloud conditions, it is common for sky divers to use an area well outside the marked area. Of note, the glider pilot did not see the skydivers.

138 Tow pilot pulled release instead of flaps and lost the tow rope.

139 Difficult tow due to ASI markings in different units causing misunderstandings.

140 Crosswind caused the rope end to come rather close to parked gliders and people during the flare. Towpilot informed and adjusted landings accordingly.

141 TOST metal weak link was flown with bolts not tightened, resulting in lost bolts on landing.

142 ASI blown beyond the aneroid elastic limit during a DI, requiring replacement.

143 Glider ran away while being ground towed down slight slope of taxiway.

144 Glider with very low tire pressure at end of season.

145 Glider landed two feet past the threshold after a simulated low level rope break on a 180° return to downwind landing exercise.

146 Low main tire pressure discovered during DI.

147 During handling of glider at the end of the day, the right wing extension simply pulled out of the main wing. The left one was also checked, which also wasn't properly locked in place.

148 Glider spoilers opened on takeoff. Pilot closed and locked spoilers and continued the flight with no further incident.

149 During takeoff roll, glider pilot noticed that left window of the towplane open. Not taking any chances, glider pilot released and landed without incident.

150 The pins holding the canopy in place were observed to be pulling out by themselves. They were replaced and secured.

151 Glider was observed very low on downwind, instructor on the ground radioed the student to immediately turn base. Glider turned base with no further incident.

152 Tow rope caught on tie down as towplane taxied into position for takeoff.

153 Towplane took off with flaps down, contrary to club procedures.

154 Towplane drifted off centreline after takeoff, forcing the glider to keep away from trees along runway.

155 Towpilot had to be reminded (2 or 3 times) by radio to fully raise the flaps after landing.

156 Number of hangar rash incidents.

157 Two gliders entered the circuit at the same time.

158 Two gliders entered the circuit at the same time – second incident.

159 737 pilot reported near miss with a glider.

160 Deep scratch on nose of glider from hangar rash.

161 TOST ring on golf cart tow rope missing, replaced by a non-approved chain quick-link

162 Screwdriver left in rear cockpit of a 2-place, missed on DI, found before flight.

163 On returning from an outlanding via aerotow, glider landed gear up.

164 Near miss when one glider entered the wrong circuit, passing in the opposite direction at the same altitude of a second glider in the correct circuit.

165 Glider canopy not properly latched on launch. Pilot released at 1000 ft and landed without further incident.

166 Canopy cross-brace bent, preventing proper operation.

167 Glider was backed into the hangar, denting the leading edge of a Cessna 172.

168 Competition pilot collapses from dehydration on day one of Provincial contest, taken to hospital for IV fluids and released. Wisely chose to take day two as a rest day.

169 Competition pilot collapses from dehydration on day three of Provincial contest, taken to hospital for IV fluids and released. Wisely chose to take day four as a rest day.

FREE FLIGHT – Ben Hornett

For the first time in two years, 2019 saw the return of *Free Flight* magazine. Content from 26 members of our soaring community was included in the magazine and still others sent in material that will appear in upcoming issues! This magazine would be impossible without the contributions from our members so I would like to say a very sincere thank you for helping produce our quarterly journal.

Thank you to all who have sent me words of encouragement and expressions of thanks for taking on the role of *Free Flight* Editor. It's hugely motivating to receive feedback and it lets me know that our members value this magazine.

Whereas the excitement of daily news will fall to the the fabric of social media, this magazine is unlikely to often be the place for breaking news. Instead, I hope that it provides a medium to look at topics in more detail with visuals much larger than are possible while scrolling on a smartphone.

In the same vein, *Free Flight* was resumed with an updated look and feel. This will be an on-going process but for now, thank you for the positive feedback that many of you have provided. Please let me know how you would like to see things evolve and most of all, please point me to content you'd like to see printed.

Some people have reached out to ask how they can update their mailing address. The answer lies in how the SAC is structured. Each member of the SAC must be a member of a club. Clubs submit member info and fees to the SAC annually. So, first and foremost, you must keep your info up to date with your club. Inevitably, mid-year moves will occur. If this is the case for you, let me know and I'll make an update to the mailing list. Keep in mind it will be overwritten each year with current info.

Please send thoughts and submissions to bphornett@gmail.com. I look forward to hearing from you in 2020.

WEB SITE – Patrick McMahon

Through 2019, web maintenance requests were relatively straightforward and related primarily to regular updates relating to sporting code, records, new additions to the SAC BOD in Alberta and Southern Ontario zones, and some policy changes – specifically, an update to the marketing support provided to all clubs from SAC. Some modules on the website are requiring maintenance after many years of the 'new' site being in place, these are managed as identified thanks to supportive feedback from Canadian soaring enthusiasts.

More clubs utilized free social media platforms to share their stories in 2019, and it has been interesting to see a specific shift toward messaging to the uninformed where only a few years ago the main post on social networks seemed as though they were directed to club members. The SAC Facebook page now shares content from clubs from Vancouver Island to the St. Lawrence Seaway and many points in between!

The SAC-ACVV profiles on Facebook and Twitter primarily share/amplify the content created by clubs with a consideration for pace and diversity of messaging from any one club – where some are more prolific with sharing than others. Where practical, the SAC will share club content in the days after the club initially posts to provide the opportunity for the club post to attract attention, then be brought back to news feeds of connected users when shared by the SAC identity.

Through the year, two soaring 'brands' started sharing content which will also be amplified by the SAC profiles when/as appropriate – '*The Thermal Podcast*' produced by a member of SOSA, and the '*Proving Grounds*', the novice X-C pilot development platform started by members of Cu Nim.

Engaging with and sharing content with your broader network is a great opportunity to share soaring with potential new members. Your amplification of content helps strengthen our sport in Canada by showcasing national support for activities

from coast to coast, or by members travelling for soaring activities such as club sponsored safaris, competition, or personal adventures to Namibia, or New Zealand!

Looking forward in 2020, it will be great to add new editions of *Free Flight* to the SAC website, along with any other content you or your club might like to see added to the news section of the website. For any content suggestions, or dates for events to be added to the calendar, please reach out. For any questions about the SAC website, contact me at <webeditor@sac.ca>.

TROPHIES & AWARDS – Bruce Friesen

Hearty congratulations go to those presented with national honours for their contributions to Canadian soaring in 2019: the Saskatoon Soaring Club, and Alex Ackerman (twice), Cole Bishop, Dale Brochu, Chester Fitchett (twice), Trevor Florence (twice), Fernando Garza, and Patrick Pelletier. Each of those individuals and organizations, through their accomplishments and contributions, are sure to inspire soaring enthusiasts across the country. Two other individuals were recognized beyond the routine annual list. The Soaring Association of Canada extends the SAC *Special Recognition Award* to Phil Stade, and the SAC *Award of Appreciation* to Virginia Thompson.

SAC Special Recognition Award Phil Stade

The Soaring Association of Canada Special Recognition Award was first presented in 1982. It is presented to an individual who has contributed to the growth and development of soaring over a period of several years.

The Association extends this highest level of recognition to Phil Stade, acknowledging and appreciating his many years of contribution to soaring in Canada at the national, provincial, and club levels. Phil served as SAC Alberta Zone Director from 2002 to 2005 and he was the SAC BoD President from 2003 to 2005. During his four years as a board member (including three years serving as president), he helped move SAC to the current open operating structure we have. Phil also contributed to SAC as the Trophies Chairman from 2003 to 2016.

Phil is thanked for his leadership in developing the sport of soaring and service to the Alberta Soaring Council, acting as the Executive Director of the council for many years. That position included development of provincial programs, securing funding from the provincial government, and delivering value to pilots. Most prominent of the latter was Phil's work as Camp Director for the Summer and Fall Cowley camps, requiring a tremendous amount of organization and "running around".

Perhaps most notable is Phil's mentoring of literally a generation of soaring pilots with his genuine enthusiasm for flying, particularly flying the wave at Cowley. Countless times one rolls over in bed at Cowley to the sound of the towplane at 6 am, thinking "Yup, there goes Flying Phil", almost always with some less experienced pilot in the front seat, off to show yet another wide-eyed neophyte the awesome scenery around the Livingston Range from the silky smooth wave 'elevator'.

Just a few words about Phil at Cu Nim by Kerry Stevenson, the president of Cu Nim: He has been absolutely everything to the Cu Nim Gliding Club – pilot, instructor, mentor, and friend to all who flew with him. Phil has an infectious enthusiasm and true love for our sport. He has shared this with literally thousands of others through intro flights and instructing. Phil helps everyone do their job better, and his selfless commitment to our club led to many interesting projects he lead us into. Phil knows our club – every bolt, every aircraft, and piece of equipment! Always calm under pressure, and crazy enthusiastic for soaring, he has been wind beneath our wings at our club!

SAC Award of Appreciation Virginia Thompson

The Soaring Association of Canada recognizes with the Award of Appreciation volunteers who have given their time and effort to make the association work.

For 2019, SAC notes with particular appreciation Virginia Thompson for her efforts 'beyond the norm' as Contest Manager for the 3rd FAI Pan-American Gliding Championship. At that event, teams from Canada, Argentina and the United States, a total of 40 pilots, competed in three classes.

Quoting Joerg Stieber, Chairman of the SAC Sporting Committee, "We had the best person to pull this together. She did an absolutely awesome job. Being well known among U.S. pilots allowed Virginia to very successfully promote the contest in the U.S.A ... she was also instrumental in helping the Argentinian team ... Virginia is also a very effective fundraiser. She raised many thousands of dollars and non-monetary sponsorships." Interviewed by the FAI, Virginia shared the credit, saying "Perhaps the most critical element of the contest is the need for a large group of dedicated, like-minded volunteers who are willing to give of their time." SAC seconds that thought. SAC does include in its appreciation the many members of that contest team while considering it appropriate to single out the leader of that team, Virginia Thompson, for this individual Award of Appreciation.

BAIC Trophy – Best Flight of the Year

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

Motorglider Chester Fitchett Cu Nim Gliding Club
Chester Fitchett flew his highest scoring motorglider flight of the year, on 7 April, earning 1191 OLC points. This is the single highest scoring flight in the history of Canadian OLC participation. Chester launched from Cu Nim's home field at Black Diamond, AB, contacting wave lift south west of the club.

Pure glider Trevor Florence Canadian Rockies SC

Trevor Florence achieved the pure glider best flight of the year on 12 May, earning 796 OLC points flying a Duo Discus a scored distance of 831.7 km including a triangle of 140 km. He launched from the Invermere Soaring Centre, and flew

legs north and south along the east side of the Columbia River Valley. His longest leg was 307 km from the U.S. border to Blaeberry just north of Golden. At the end of the day, Trevor applied his last two legs to a dual crossing of the Valley to capture triangle points. He spent 7:41 hours on task, at an average speed of 108 km/hr. Once again, Trevor displayed the quality of soaring available in 'his' valley!

Canadair Trophy – Best Six Flights of the Year

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

Pure glider Trevor Florence Canadian Rockies SC

In 2019, Trevor Florence garnered a total of 4289 OLC points with the best six of his numerous excellent flights. All those flights were flown in a Duo Discus, launching from the Invermere Soaring Centre.

May 12	796 points	831 km	108 km/hr.
June 4	761 points	720 km	104 km/hr.
May 28	759 points	754 km	103 km/hr.
May 22	706 points	689 km	104 km/hr.
June 11	677 points	692 km	100 km/hr.
May 6	589 points	590 km	102 km/hr.

It is worth mentioning that Trevor amassed a grand total of 20,754 OLC points during the 2019 OLC season. His two national trophies this year continue an outstanding record of excellence in Canadian soaring. Congratulations Trevor!

Motorglider Chester Fitchett Cu Nim Gliding Club

During the 2019 OLC season, Chester wrote a new page in the book of Canadian soaring opportunities, demonstrating the potential in the Rocky Mountains wave systems for long and fast cross-country flights. He shifted the bar way up, with three flights earning over 1000 OLC points and each of his six Canadair Trophy qualifying flights topping 900 points. Incredibly, every single one of those flights had an OLC scored distance in excess of 1000 km at high average speeds. His Sept 14 flight earned him two territorial records: Free Out & Return Distance at 838 km, and Free 3 Turnpoint Distance at 1120 km. The OLC total scored distance over six legs was 1309.7.

April 7	1191 points	1310 km	120 km/hr.
April 18	1096 points	1225 km	110 km/hr.
September 14	1063 points	1137 km	122 km/hr.
December 20	929 points	1051 km	166 km/hr.
November 22	922 points	1052 km	172 km/hr.
December 11	920 points	1024 km	164 km/hr.

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

Alex Ackerman – Canadian Rockies Soaring Club

Alex achieved a total of 2181 OLC points with the best six of his flights during 2019. All of those flights were flown from Invermere.

August 3	397 points	324 km	63 km/hr	Astir CS 77
June 30	383 points	318 km	67 km/hr	PW 5
July 12	357 points	294 km	63 km/hr	PW 5
August 4	352 points	287 km	58 km/hr	Astir CS 77
July 31	350 points	286 km	70 km/hr	Astir CS 77
July 25	342 points	281 km	63 km/hr	Astir CS 77

Notable from the above list is Alex's keen desire to fly and to learn the way of the mountains, in whatever chariot is at hand. His total OLC points for 2019 was 4334. The future of our sport is in good hands!

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

Patrick Pelletier – Winnipeg Gliding Club

Patrick has been an enthusiastic Cowley Camp participant for many years, and has numerous excellent wave flights in his logbook. At the 2019 Fall Cowley Camp, the wave gods smiled on him not once but twice. On 6 October 6, he topped out at 8546 m. I can do better than that, he thought, and so he could, because the next day he achieved 8696 m. Remarkably, on both days Patrick achieved his highest points in the secondary wave, out in the middle of the valley – quite unusual. Good hunting, Patrick!

Walter Piercy Trophy – Instructor of the Year

Fernando Garza – Saskatoon Soaring Club

Fernando did about 80% of the instructing at his club Saskatoon Soaring Club at 82 flights. He is involved in promoting/teaching cross-country flying and is also the club Safety Officer.

Hank Janzen Award – Outstanding contributions to safety in soaring 2020

Dale Brochu – Edmonton Soaring Club

Dale has seized the role of club Safety Officer at the Edmonton Soaring Club with both hands, and in his thorough, thoughtful fashion has actively promoted the safety culture in that club. Dale is relatively new to gliding (5 years) but has been very active on the safety front including being Safety Officer for the Alberta Provincials, and this coming year's Nationals. He is very proactive on his work as Safety Officer. He also spoke at the 2020 ASC annual safety meeting.

Silver C Gull Trophy – Youngest Silver C Badge

To qualify, the pilot must age 21 or less.

Cole Bishop York Soaring Association

Well done, Cole!

Jim McCollum Award for Innovation

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

Alex Ackerman Canadian Rockies Soaring Club.

Alex creatively used social media to help raise financial donations that will be used to help fund future scholarship students. Alex set up a Facebook page. <<https://www.facebook.com/groups/578257179667106/>> that invites former students to share their soaring memories and photos on the site. Alex hopes that this will encourage potential students to take the initial step towards acquiring a soaring license.

The site also encourages and suggests a donation be made to CRSC to financially assist in training more students. Donations are made to Youth Fight Canada and the funds are then forwarded to CRSC.

Roden Trophy – Club soaring skills development Saskatoon Soaring Club

Saskatoon has done it yet again, securing the Roden Trophy for the fourth year in a row by actively promoting formal recognition of soaring skills development amongst their members. The club generating a Roden score of 75. Their twelve members were awarded 9 A, B, or C badges.

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

Canadian Records

An additional duty to my position as SAC Historian and Trophies chairman, I now also maintain the table of current Canadian soaring records. They are posted on the next two pages current to 5 March 2020.

CANADIAN SOARING RECORDS (as of 5 March 2020)

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

RECORD		OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE		
DISTANCE (km)												
3.1.5a Distance to goal	Dave Marsden and Mike Apps	707.0	1984	Mike Apps	707.0	1984	Tim Wood	412.8 T	2010	Antonia Williams	305.0 C 1975	
3.1.5b Free distance	Dave Marsden Mike Apps	1093.0	1984	Mike Apps	1093.0	1984	Adam Zieba	557.7 C	2010	Thomas Stieber (Joerg Stieber)	405.4 C 2017	
3.1.5c Out & return dist.	Tim Wood	690.2 T	2010	Tony Burton	652.3 T	1993	Mike Glatotis	480.6	2002	Ursula Wiese	607.0 1986	
3.1.5d Free out & return	Brian Milner	1128.9 C	1999	Walter Weir	1032.1 C	1993	Tim Wood	628.1	2010	Ursula Wiese	328.0 1984	
3.1.5e 3 TP distance	Chester Fitchett	838 T	2019	Tim Wood	612.6 T	2011	Tim Wood	628.1 T	2010	Tracie Wark	510.3 C 2002	
3.1.5f Free 3 TP dist.	Adam Zieba	1252.3 C	2013	Brian Milner	1028.1 C	2012	Adam Zieba	1089.5 C	2013	Tracie Wark	750.2 C 2003	
3.1.5g Triangle dist.	Nick Bonnière	818.1 T	2010	Tim Wood	642.7 T	2007	Nick Bonnière	719.9 T	2010	not claimed		
3.1.5h Free triangle dist.	Adam Zieba	1474.1 C	2010	Adam Zieba	1474.1 C	2010	Adam Zieba	1387.1 C	2010	Thomas Stieber (Joerg Stieber)	763.9 C 2017	
3.1.7a Gain of Height	Dave Mercer	8458	1995									
3.1.7b Absolute Altitude	Bruce Hea	10485 T	1981	Altitude records do not apply for 15m or Club class.								
	Walter Chmela	12449 C	1974									
SPEED, O&R (km/h)												
SAC 300 km	Tim Wood	124.8 T	2010	Hal Werneburg	115.2	1983	Bruce Friesen	113.6 T	2002	Ursula Wiese	59.6 T 1984	
3.1.6a 500 km	Walter Weir	191.3 C	1989	Walter Weir	191.3 C	1989	Jerzy Szemolinski	125.4 C	2007	Tracie Wark	132.3 C 2000	
SAC 750 km	Kevin Bennett	126.3 T	1992	Kevin Bennett	126.3 T	1992	Tim Wood	98.1 T	2008	Tracie Wark	99.6 C 2002	
3.1.6a 1000 km	Walter Weir	150.9 C	1996	Walter Weir	150.9 C	1996	Jerzy Szemolinski	125.4 C	2007	Walter Chmela (A-M Van Maurik)	10390 C 1975	
	Walter Weir	145.0 C	1994	Walter Weir	145.0 C	1994	not claimed		not claimed		not claimed	
	Brian Milner	147.0 C	1999	Walter Weir	142.6 C	1993	not claimed		not claimed		not claimed	

RECORD	OPEN	15 METRE		CLUB		FEMALE		MULTIPLACE	
SPEED, ▲ (km/h)									
3.1.6b 100 km	Tim Wood	183.3	2012	Tim Wood	183.3	2012	Tim Wood	172.3	2012
SAC 200 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8	2015
3.1.6b 300 km	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017
SAC 400 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015
3.1.6b 500 km	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017
SAC 750 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015
3.1.6b 1000 km	Michael Stieber (Thomas Stieber)	133.3 C	2015	Thomas Stieber (Joerg Stieber)	133.3 C	2015	Thomas Stieber (Joerg Stieber)	133.3 C	2015
SPEED, GOAL (km/h)									
SAC 100 km	Tim Wood	180.3 T	2012	Tim Wood	180.3	2012	Tim Wood	169.5	2012
SAC 200 km	Rolf Siebert	183.7 C	2004	Tim Wood	180.3	2012	Tracie Wark	106.4 C	2002
SAC 300 km	Nick Bonnière	131.2 T	2010	Tim Wood	128.2 T	2008	Nick Bonnière	115.4 T	2010
SAC 400 km	Michael Stieber (Joerg Stieber)	154.3 C	2015	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010
SAC 500 km	Tim Wood	128.2 T	2008	Tim Wood	128.2 T	2008	Tim Wood	112.8 T	2008
SAC 750 km	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010
SAC 1000 km	Tim Wood	92.7 T	2010	Tony Burton	81.5 T	1990	Adam Zieba	142.5 C	2010
SAC 500 km	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	not claimed	Thomas Stieber (Joerg Stieber)	168.3 C
SAC 500 km	Dave Marsden	97.1 T	1970	Tim Wood	93.3 T	2014	Adam Zieba	142.5 C	2010
SAC 500 km	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	not claimed	not claimed	not claimed