

# SOARING ASSOCIATION OF CANADA

**2025 ANNUAL REPORTS  
& 2025 AGM MINUTES**





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# Minutes of the 2025 SAC AGM

8 March – Humber College, Toronto & virtual

Zoom meeting hosted by David Donaldson on *Howspace*

## Introduction – Sylvain Bourque, AGM chairman

The 80th Annual General Meeting of the Soaring Association of Canada, SAC, opened at 10:30 EDT with about 60-67 members participating online. This accounted for all member clubs represented in person or proxy.

The meeting was called to order at 10:34 EDT and a quorum was declared with functionally 100% of the available votes represented through representatives present and delegates with proxies.

**Motion #1** *The proposed 2025 SAC-ACVV AGM agenda be accepted.* Moved George Haeh, seconded Patrick McMahon. Passed ALL, 0 against

**Motion #2** *The minutes of the 2024 SAC-ACVV AGM be accepted.* Moved Patrick McMahon, seconded George Haeh. Passed ALL, 0 against

## Presentation of Reports

### Zone Directors Election Results – Tom Coulson

Tom Coulson presented the results of the Zone Director elections for this year. All incumbent directors who were up for election in 2025 were returned to their positions.

**Sylvain Bourque** - Eastern Zone

**Stan Martin** - South-Ontario Zone

**David Gagliardi** - Pacific Zone

### President's Report – Sylvain Bourque

Funding provided by SAC to our member clubs far exceeds the \$80 membership fee (which is further tax deductible).

Review of the Safety and Instructor Improvement Grant and the six requirements.

New ADB renewal via a new app released by Transport Canada 2024 saw 10 accidents with 1 fatality with a background of an average of 9.5/yr over the past 10 years and 6 fatalities in 5 of the past 10 years and 34 fatalities in the past 36 years.

### Safety Report – David Donaldson

The *Safety II* event was hosted (funded) by SAC and led by David Donaldson on 15-16 Feb 2025 in Toronto. The workshop was well attended.

### FTSC Report – Co-chairs Jason Acker & David Donaldson

FTSC report available on the *SAC.ca* website and safety seminar will be held after the AGM today.

### Sporting Committee Report – Joerg Stieber

- 2024 Canadian Nationals was declared a no-contest as a result of the poor weather that allowed only one scoring day.

- Three pilots competed in the US Nationals in New Mexico with Chris Gough and Dave Springford earning medals. Costs of contests have greatly increased and SAC support amounts do not go as far as they once did.
- The top OLC point winners were announced.
- SOSA placed a bid for 2027 for the 4th Pan-american contest which was approved by the IGC today. SOSA will also be hosting the Canadian National Contest in 2026.
- Currently no bids have arrived to host the 2025 Canadian National Contest.
- Time for change as head of the Sporting Committee, and now is the call on developing competition pilots to consider Sporting Committee participation and chairman role.
- Luxury Tax in gliding: Potentially damaging to gliding. No new gliders have been imported since the inception of this tax. Applies an additional tax to aircraft. Either 20% of the price over \$100,000 Cdn, or 10% of the total price if the total is over \$200,000 Cdn. If a club obtains an exemption to this tax then the next purchaser will be responsible for the tax or gaining their own exemption. Joerg is able to assist those seeking to apply this exemption. Relevant points how gliders should not be included in this "aviation tax".

### Treasurer's Report – 2024 financial statement and 2025 budget

Jay Allardyce

Highlights posted in this Annual report on page 25. SAC remains in a good financial position. The three endowment funds total \$1.6M and the proceeds fund the majority of SAC activities and programs.

2024 funded support for the World's contest team. Increased expenditure on the youth bursaries with great participation. The Safety & Instructor Improvement grant continues to be well subscribed. The outlook is similar for 2025 with fee structure remaining unchanged given that our endowments will cover the increased expenses. A question of sustainability was discussed. A question about financial support/loans to clubs with regard to the sudden expense of the Pawnee AD.

David Gagliardi addressed how SAC is providing service to our member clubs by funding the efforts to apply for an AMOC to help address the Pawnee AD issues.

**Motion #3** *The acceptance of 2024 financial statements.*

Moved by Patrick McMahon, seconded by Roger Hildesheim. Passed ALL, 0 against

**Motion #4** *The 2025 budget with its associated membership fee schedule be accepted.* Moved by Kurt Sermeus, seconded by Jeff Robinson.

Passed ALL, 0 against

*Minutes continued on next page*

**Motion #5** *The Frouin Group be appointed to audit the 2025 SAC financial statements.* Moved by Jay Allardyce, seconded by George Haeh. Passed ALL, 0 against

**Motion #6** *The activities and decisions of the SAC-ACVV Board for 2024 be approved.* Moved by John Mulder, seconded by George Haeh. Passed ALL, 0 against

Note from Jay Allardyce:

The SAC Forum has been updated and usernames and discussions transferred to the new platform with all current members without previous access being brought on board with username. Stan Martin is taking the lead on the new version of the SAC website currently under development. Tony Burton had a

question on suggestions of the layout and was directed to Stan for sharing these.

**Awards presentation for 2024** – Bruce Friesen  
See the complete report beginning on page 38 of this report and posted on the SAC Website. Flight awards are based on OLC results.

**Motion #7** *The meeting be adjourned.*  
Moved by Joerg Stieber, seconded by Kurt Sermeus.

The meeting adjourned at 1204. Meeting was followed by a TC recognized annual recurrent training seminar at 1300.

Recording Secretary, **Pavan Kumar**

## SAC Board of directors & Zone reports

### PRESIDENT & Safety Director Sylvain Bourque

The Soaring Association of Canada had a good year in 2025. Our membership has stabilized at an average of 900 members with 920 members, the past ten years average. You will see in our financial report that we have also achieved a comfortable financial stability for several years that we are now enjoying.

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

We also accept donations that are tax deductible to any of our three funds:

- the Pioneer Fund (for general purposes),
- Wolf Mix Fund (Canadian team participation in FAI World Soaring Championships), and
- the Youth / Air Cadet fund (soaring training bursaries for youth members).

These funds stimulate our sport in Canada through its 24 clubs. The Pioneer Fund, created by visionary directors, has grown since 1980 to a level that makes it possible to keep membership fees low. That is also why our membership fees dropped from \$120 to \$80 a decade ago, with no increase since. For more info on these funds, look at the sac.ca website, SAC / Programs section. You will also see in this report more details on some of these SAC programs available:

- SAC insurance plan
- Instructor Training & Safety improvement grant
- Youth bursary program
- National team world contest support
- Contest hosting grant for clubs
- Youth contest support
- Financial support for club marketing & publicity initiatives
- Soaring simulator funding for clubs
- OLC annual fee for 2025, and WeGlide fee for 2026 season paid by SAC to allow Canadian pilots to participate without charge
- Proving Grounds access for gliding clubs paid by SAC.
- SAC is an affiliated paying member of the Aero Club of Canada, the International Gliding Commission and the Fédération Aéronautique Internationale, required if you are setting a national or world record; competing in a Canadian National Competition of a World Championships.

The SAC Instructor Training & Safety Improvement Program that was in place from 2015-2017 and 2020-2022 was renewed indefinitely in 2023 by SAC Directors. SAC is committing up to \$40,000/year in a program to enhance safety in clubs, including instructor initial training, refresher sessions and class upgrading. This money will come in the form of direct grants to all clubs that meet the six programs' requirements, shared on a pro-rata basis starting with a minimum grant level of \$1000 available to our smallest clubs, which was \$500 in the 2015-2017 program.

The Board announced at the March 2024 AGM it agreed to continue the Instructor Development and Safety Grant program in perpetuity. Unused funds will not carry over from year to year and will no longer be able to accumulate. Club claims for the 2025 season need to be sent to the SAC office before the end of March 2026 to not lose the annual grant available. Larger claims can be made in a given year and the balance claimed

in following years. For more information, please contact your Zone Director or visit our [sac.ca](http://sac.ca) website. For 2026, SAC is hosting a course for new instructors as well as a Flight Instructor Refresher Course (FIRC). We have 64 potential instructors who have expressed interest as well as 95 participants for the FIRC.

On the flight safety side, David Donaldson, our National Safety Officer, organised in February 2025 a *Safety II* training weekend with the participation of 23 CFIs and SOs representing thirteen clubs which was 100% funded by SAC. *Safety II* is based on much research in the safety field and has been embraced in the professional aviation world and we believe that this is the best option for moving safety forward in Canada. More details in the Safety report on page 35.

In 2025, more than half of the SAC clubs sent an annual safety report before the due date of 1 December. Clubs reported 145 incidents and three accidents. Our last 10-year average is ten accidents per year and 0.5 fatality/1000 pilots per year. Norway has a fatality rate of 0.1 fatality/1000 pilots per year! Our statistics suggest that one of our club members could die gliding this season and nine may either seriously damage their gliders or be injured if we don't raise our safety and self-discipline level. Let's all work towards a more disciplined and cooperative approach, looking at the result of the central model and figuring out our path to it with emphasis on safety.

Fortunately, we had no SAC glider pilot fatality in the last year. Same for five of the last ten years, and 16 of the last 37 years. 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. Our Safety record is slowly improving ... Let's be positive and most important proactive on safety. What is your personal participation in safety for yourself and for all?

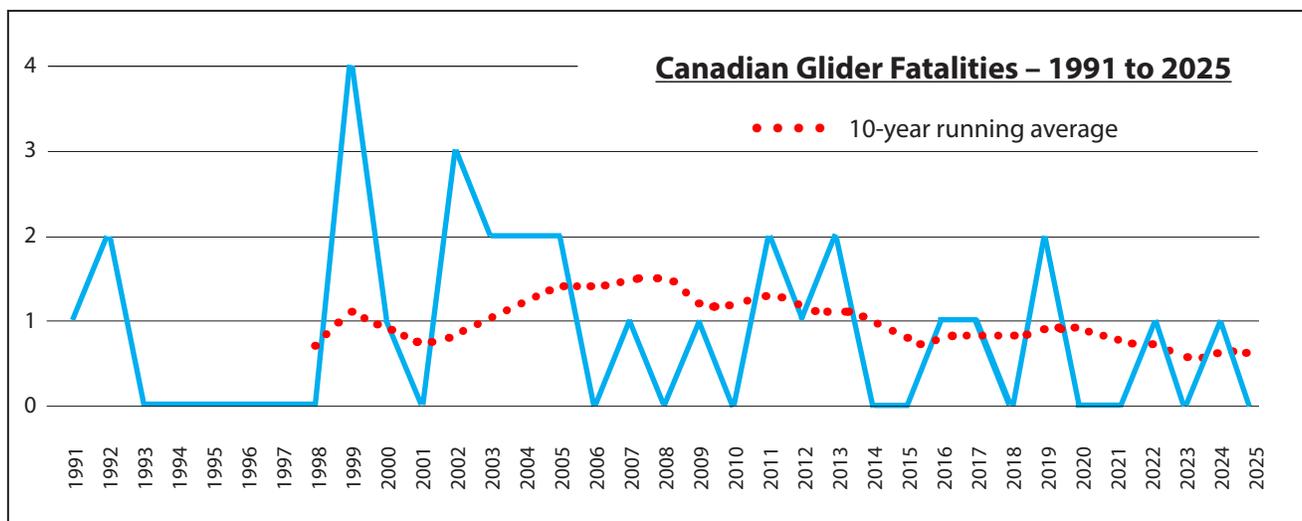
Unfortunately, on 29 May 2024, a Canadian glider pilot died near Cu Nim AB during the Nationals.. <https://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2024/a24w0059/a24w0059.html> In 2022 we tragically lost one of our experienced glider pilot friends from the Southern Ontario Zone. In 2017 and 2016, we

lost two of our glider pilot friends from the Quebec region, each in a stall/spin to the ground. The same type of accident happened in 2013 in the Ontario region in an outlanding at the Nationals. Unfortunately, there was a double fatality in a glider in Canada in 2019, killing an instructor and a student pilot in a midair collision involving a Cessna 182 towplane and an ASK-21. The towplane pilot was able to land after the collision. The TSB report on this tragedy is available on <http://www.tsb.gc.ca/eng/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html> The new safety trend is showing some close calls with airliners.

Thirty-four Canadian glider pilots lost their lives in gliding over the last 37 years, six in the last ten years. All these fatal accidents were catastrophic for the family, friends and for the members of these clubs. Due to the gravity of these fatal accidents, we can't ignore them. This is why we put so much importance to making sure all SAC members raise their awareness to the highest level and protect themselves and their fellow pilots from repeating these tragedies. We all need to be concerned about the risks related to our sport. Take a moment to have a thought for them, their friends, spouse, kids, mother, father and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself. Remember that our sport is not without serious risks that can become tragic. We have to do everything possible all the time to improve the safety of our sport. What is your personal participation in safety for yourself and for all?

According to the latest statistics, it is during the transition to a new type of glider that we are seeing accidents, even among Instructors and experienced pilots. Keep this in mind throughout the upcoming gliding season. Regularly take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process is anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, you will see that the same mistakes are repeated across clubs.

**“We have to learn from the mistakes of others because life is too short to make them all ourselves.”**



I hope you all know using FLARM is one of the best ways to significantly improve safety and mitigate fatal midairs. It is a proven device and a very good investment for your safety. We estimate that more than 280 FLARM units were used in 2025 in gliders flying in SAC clubs. Depending on the value of the glider, the Power FLARM pays for itself in 10–12 years when you insure with the SAC plan because of the 5% rebate on insurance premiums you receive every year. This 5% return available since 2014 has reimbursed the cost of purchasing several FLARMs. A Power FLARM costs around \$2500 – what is the value of your life? Ask your family this question. Don't wait to have a midair accident at your club to take action.

Now on a better note, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and committee members with different professional backgrounds and aeronautical experience who complement each other. I want to thank all these volunteers for their hard work with SAC. I wish you all a great 2026 season! And above all, stay safe and be vigilant!



*L'Association Canadienne de vol à voile a vécu une bonne année 2025. Nos adhésions se sont stabilisées à près de 900 membres avec 920 membres, soit la moyenne des dix années. Vous verrez dans notre rapport financier que nous avons aussi atteint depuis plusieurs années une stabilité financière confortable que nous profitons maintenant.*

*Si vous vous demandez ce que l'ACVV-SAC fait pour vous, ou si vous vous demandez où vont les frais d'adhésion annuels que vous versez chaque année, je vous invite à lire notre rapport annuel. Les frais de cotisation de 80 \$ sont déductibles d'impôt, car l'ACVV-SAC est une association canadienne enregistrée de sport amateur (ACESA), ce qui nous permet d'émettre des reçus officiels de dons. Il est important de noter que nous avons été audités par Revenu Canada en 2015. Notre ACESA est administrée selon les règles de Revenu Canada.*

*Nous sommes en mesure d'accepter des dons pour nos trois fonds :*

- le fonds Pioneer (à des fins générales),*
- le fonds Wolf Mix (participation de l'équipe canadienne aux Championnats du monde de vol à voile de la FAI), et*
- le fonds jeunesse / cadets de l'Air (bourses de formation pour les jeunes pilotes).*

*Ces différents fonds stimulent notre sport par l'entremise de nos 24 clubs de planeur canadiens. Grâce au fonds Pioneer créé dans les années 80 par des directeurs visionnaires, ce fonds a cumulé un capital qui le rend autosuffisant dans le but de combler les besoins financiers malgré une baisse du nombre de cotisations au fil des ans. Voici pourquoi nos frais de cotisations ont diminué de 120 \$ à 80 \$ il y a environ 10 ans et qu'aucune augmentation ne soit nécessaire depuis ce temps. Pour en savoir plus sur ces fonds, consultez le site Web [sac.ca](http://sac.ca), section SAC-AVVC / Programmes.*

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

- Offre d'un plan d'assurance aux clubs de l'ACVV-SAC*
- Subvention pour la formation des instructeurs et l'amélioration de la sécurité des clubs*
- Programme de bourses jeunesse*
- Soutien aux compétitions mondiales de l'équipe nationale*
- Subvention pour l'organisation de compétitions régionales ou nationales*
- Soutien à la participation des jeunes aux compétitions*
- Soutien financier aux initiatives de marketing et de publicité des clubs*
- Financement pour simulateur de vol à voile pour les clubs*
- Les frais annuels de OLC pour 2025 et de WeGlide pour 2026 sont payés par l'ACVV-SAC afin de permettre aux pilotes canadiens de participer gratuitement*
- Accès à « Proving Grounds » pour les clubs Canadiens payé par l'ACVV-SAC.*
- L'ACVV-SAC est un membre payant affilié de l'Aéroclub du Canada, de l'International Gliding Commission et de la Fédération Aéronautique Internationale, requis si vous établissez un record national ou mondial, participez à une compétition nationale canadienne ou à un championnat du monde.*

*Le programme de subvention pour la formation des instructeurs et l'amélioration de la sécurité des clubs de l'ACVV-SAC qui est fut en place de 2015 à 2017 ainsi que de 2020 à 2022 fut reconduit indéfiniment en 2023 par les directeurs de l'AVVC-SAC. L'ACVV-SAC s'engage jusqu'à un maximum de 40 000 \$ par an dans un programme visant à améliorer la sécurité dans les clubs, principalement par la formation initiale des instructeurs, sessions de mise à jour et pour augmenter la classe d'instructeur de l'ACVV-SAC. Cet argent viendra sous forme de subventions directes à tous les clubs qui se conforme aux 6 exigences du programme, partagés au prorata avec un niveau de subvention minimum de 1 000 \$ pour nos plus petits clubs, qui était de 500 \$ dans le programme 2015-2017. Une liste des dépenses éligibles dans le cadre du programme d'amélioration de la sécurité est disponible, mais il pourra aussi inclure tout ce qui a rapport à la formation des instructeurs et améliore la sécurité.*

*Le conseil d'administration a annoncé lors de l'AGA de mars 2024 qu'il avait accepté de poursuivre à perpétuité le programme de subventions de développement des instructeurs et de sécurité. Cependant, les fonds non utilisés ne seront pas reportés d'année en année et ne pourront plus se cumuler. Les réclamations des clubs pour la saison 2025 doivent être envoyées au bureau du SAC avant la fin mars 2026 afin de ne pas perdre la subvention annuelle disponible. Des réclamations plus importantes peuvent être faites au cours d'une année donnée et le solde peut être réclamé les années suivantes. Pour plus d'informations, veuillez contacter le Directeur de votre zone ou sur notre site internet [sac.ca](http://sac.ca). Pour 2026, l'ACVV-SAC organise une formation pour les nouveaux instructeurs ainsi qu'un cours de recyclage pour instructeurs de vol (CRIV ou FIRC en anglais). Nous avons reçu 64 candidatures d'instructeurs potentiels et 95 inscriptions pour le FIRC.*

*Du côté de la sécurité, David Donaldson, notre responsable national de la sécurité, a organisé en-février 2025 une fin de semaine*

de formation sur « Safety II » avec la participation de 23 CFI et SO représentant 13 clubs a été entièrement financé par l'ACVV-SAC. « Safety II » est basé sur de nombreuses recherches dans le domaine de la sécurité et a été adopté dans le monde de l'aviation professionnelle et nous pensons qu'il s'agit de la meilleure option pour faire progresser la sécurité au Canada. Plus de détails dans le rapport sur la sécurité.

Pour 2025, plus de la moitié des clubs de l'ACVV-SAC ont envoyé un rapport annuel de sécurité qui était demandé pour le 1er décembre. Les clubs ont rapportés 145 incidents ainsi que 3 accidents, dont seulement un planeur fut une perte totale, aucun remorqueur. Nous avons des statistiques des 10 dernières années de 9 accidents / an et 0.5 décès / 1 000 pilotes par année! La Norvège a un taux de décès en planeur moyen de 0.1 / 1 000 pilotes par année. Nos statistiques nous indiquent qu'un membre d'un de nos clubs pourrait malheureusement décéder en planeur la prochaine saison. Onze pilotes pourraient endommager sérieusement leur planeur et se blesser gravement si nous n'augmentons pas notre niveau de sécurité et d'auto-discipline. Travaillons tous à une approche plus disciplinée et coopérative, en examinant le résultat du modèle central et en déterminant la voie à suivre pour y parvenir, en mettant l'accent sur la sécurité.

Heureusement, nous n'avons eu aucun décès en planeur en 2025. Ce fut le cas lors de 16 des 37 dernières années. 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. Notre bilan en matière de sécurité s'améliore lentement mais se stabilise... Soyons positifs et surtout proactifs en matière de sécurité. Quelle sera votre implication personnelle et des membres de votre club afin d'améliorer votre sécurité et celle de tous ?

Malheureusement, le 29 mai 2024, un pilote de planeur canadien est décédé près de Cu Nim AB pendant les championnats nationaux. <https://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2024/a24w0059/a24w0059.html> En 2022 nous avons perdu de façon tragique un de nos amis pilote de planeur expérimenté de la zone du sud de l'Ontario. En 2017 et 2016, nous avons également perdu de façon tragique deux de nos amis pilotes de planeur de la région du Québec. La même situation d'accident mortel causé par une vrille/décrochage s'est produite aussi en 2013 dans la région de l'Ontario lors d'une vache aux nationaux. Malheureusement deux de nos amis pilotes de planeur canadiens sont décédés en planeur en 2019, tuant un instructeur et son élève-pilote lors d'une collision en vol impliquant un avion-remorqueur Cessna 182 et un planeur d'entraînement ASK-21. Le pilote de l'avion-remorqueur a pu atterrir par la suite. Un rapport du BST sur cette tragédie est disponible au <http://www.tsb.gc.ca/fra/enquetes-investigations/aviation/2020/a19w0099/a19w0099.html> La nouvelle tendance en matière de sécurité est les risques d'abordage avec les avions de ligne.

34 pilotes de planeur membres de notre association sont décédés en planeur au cours des 37 dernières années, dont 6 lors des 10 dernières années. Ces tragédies sont une catastrophe pour la famille, les amis et les membres de tous ces clubs. Étant donné la gravité de ces accidents, nous ne pouvons le laisser passer sous silence. Voici pourquoi nous insistons sur l'importance de sensibi-

liser tous les membres de l'ACVV-SAC qu'une vigilance particulière doit être de mise afin d'empêcher ces tragédies d'arriver. Vous devez tous vous sentir concerné. Prenez un moment pour avoir une pensée pour eux, leurs amis, conjoints, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui d'entre nous l'an prochain, un membre de votre club, un grand ami ou même peut-être vous. Rappelez-vous que notre sport n'est pas sans risques qui peuvent devenir tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité de notre activité. Quelle sera votre implication personnelle et des membres de votre club afin d'améliorer votre sécurité et celle de tous ?

D'après les dernières statistiques, c'est lors de la transition vers un nouveau type de planeur qui est le plus souvent impliqué dans les accidents, même chez les instructeurs et les pilotes expérimentés. Ayez ceci en tête au courant de la prochaine saison. 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 les faire tous sois même. »**

J'espère que vous savez tous que FLARM est un des meilleurs moyens d'améliorer considérablement la sécurité et d'atténuer les accidents mortels en vol impliquant des planeurs. ([flarm.com](http://flarm.com)) Une façon prouvée très efficace est d'investir dans l'achat d'un FLARM. Nous estimons que plus de 280 unités FLARM furent en fonction en 2025 dans des planeurs évoluant dans nos clubs canadiens. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 10 à 12 ans si vous êtes assuré avec le plan de l'ACVV-SAC et recevez un retour de 5% par année sur les primes d'assurances. Ce retour de 5% disponible depuis 2014 a permis de rembourser le coût d'achat de plusieurs FLARM canadiens. Aussi, un programme de sécurité de l'ACVV-SAC est disponible depuis 2015 afin d'aider les clubs canadiens à promouvoir des initiatives liées à la sécurité. Grâce à ce programme, il est possible de financer l'achat d'un Power FLARM ou de toute autre dépense qui améliore la sécurité à votre club. Un Power FLARM coûte environ 2 500 \$, alors votre vie vaut combien ? Posez cette question à votre famille! N'attendez pas un accident par abordage en vol pour prendre action. J'espère que mon prochain mot du président débutera par « Heureusement, aucun de nos amis pilotes de planeur canadien est mort en planeur en 2026. »

Maintenant sur un ton plus positif, nous sommes privilégiés d'être entourés par une équipe extraordinaire de directeurs régionaux, de directeurs de nos comités ainsi que les membres des comités ayant des parcours professionnels et des expériences aéronautiques différents qui se complètent. Je profite de l'occasion pour remercier tous ces volontaires pour leur travail acharné pour l'ACVV-SAC. Je vous souhaite une excellente saison 2026 ! Et surtout, soyez prudents et restez vigilants !

## Our Zone Directors

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

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

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

*Sylvain a commencé à voler en planeur à l'été 1994 avec l'Association Vol à Voile Champlain. Il s'implique depuis avec la comptabilité, comme instructeur et comme pilote remorqueur. Il détient une licence de pilote professionnel – avion Multi IFR et un certificat de pilote de drone opérations complexes de niveau 1 avec annotation d'évaluateur de vol. Il est également examinateur radio aéronautique et personne autorisée pour les licences planeur.*

Sylvain first flew a glider in summer 1994 with AVV Champlain. He is involved with accounting, as an instructor, and as a tow pilot. He holds a CPL-A Multi IFR and a level 1 complex operations drone pilot certificate with a flight reviewer rating. He also is an aeronautical radio examiner and an authorized person for glider licensing.

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

George has been flying gliders since 1998 and is an instructor since 2004. He is currently president and CFI of Rideau Valley Soaring. He also coordinates the Ottawa area glider pilot ground school and has given theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instruction. George has been retired since 2013, enabling him to carry out more flying and instruction during the weekdays.

*George pilote des planeurs depuis 1998 et il est instructeur depuis 2004. Il est actuellement président et chef instructeur de Rideau Valley Soaring. Il coordonne les cours théoriques de pilote de planeur pour la région d'Ottawa et a donné diverses présentations théoriques. George est le fier propriétaire d'un ASW-20 qu'il vole chaque fois qu'il n'est pas prévu pour l'instruction. Il a pris sa retraite en 2013, ce qui lui permet de faire plus de vol et d'instruction pendant la semaine.*

**Stan Martin** – Southern Ontario Zone Director as of 2023

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

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

*Comme plusieurs, j'ai rêvé de voler dès mon plus jeune âge. Après l'université, j'ai eu ma chance et j'ai pris des leçons de vol à moteur à l'aéroport de Maple. En 1978, j'ai été invité à prendre ma moto, pour une balade à destination d'un club de vol à voile (York Soaring). Je ne connaissais rien au vol à voile, mais après mon premier vol, j'étais accro. J'ai quitté le vol à voile pour l'université et je ne l'ai repris qu'à la fin des années 80. J'ai rejoint Erin Soaring en 89. J'y suis devenu instructeur et finalement président.*

*En 2002, nous avons fusionné Erin Soaring et York Soaring. J'ai siégé au conseil d'administration de York Soaring et j'en ai été le président pendant trois ans. Mon club actuel est Toronto Soaring. Je pilote un Mini Nimbus et un Twin Lark. J'ai piloté de nombreux autres types de planeurs et participé à des compétitions régionales, nationales et panaméricaines. J'ai organisé des camps d'ondes à Sugarbush Soaring dans le Vermont. J'organise aussi la possibilité de voler en planeur en Floride comme destination hivernale, en entreposant l'équipement de York à Seminole Gliding. Là, il est piloté par d'autres clubs régionaux ainsi que par des membres de York.*

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

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

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

**Pavan Kumar** – Alberta Zone Director and Secretary since 2019

Pavan began with soaring as a tow pilot in Saskatoon in 2011 after previously paragliding. He rapidly became an instructor, then CFI & TC authorized person (AP) of the Lethbridge club for seven years. He holds a CPL-A, glider instructor aerobic and owns a DG400. You can find him on Condor building his

cross-country skills. Pavan is proud to grow and sustain our sport as a SAC director.

*Pavan fut introduit au vol à voile comme pilote remorqueur à Saskatoon en 2011, après avoir pratiqué le parapente. Il est rapidement devenu instructeur, puis chef instructeur (CFI) et personne autorisées de TC (PA) du club de Lethbridge pendant sept ans. Il possède une licence de pilote professionnel (CPL-A), une qualification d'instructeur de vol à voile (acrobaties aériennes) et est propriétaire d'un DG400. On peut le croiser sur Condor, où il perfectionne ses compétences en vol de distance. Pavan est fier de contribuer au développement et à la pérennité de notre sport en tant que directeur du SAC.*

#### **David Gagliardi** – Pacific Zone Director since 2024

In 1970 my father took me to Hawkesbury for a half hour introductory flight in a Blanik. My next glider flight was 45 years later after finishing a long career in fixed wing aerial forest fire suppression. I finally had summers free so I started my glider conversion in Port Alberni in 2015. On my third solo flight my instructor told me to take a tow to 3000 feet and see if I could find some lift. I found plenty of sink and had almost given up when I stumbled into a thermal and climbed back up to 3000. At that point I was hooked! I have continued to work to be a better pilot including completing my Glider Instructor Rating in 2018. I have always been interested in promoting flight safety so I have volunteered to be the Safety Officer at the Alberni Valley Soaring Association, BC since I joined the club. In 2023 I started working with the SAC Flight Training & Safety Committee and then in 2024 I became the Pacific Zone Director.

*En 1970, mon père m'a emmené à Hawkesbury pour un vol d'initiation d'une demi-heure en Blanik. Mon prochain vol en planeur a eu lieu 45 ans plus tard. Après une longue carrière dans la lutte contre les feux de forêt par avion, j'ai enfin eu mes étés de libres et j'ai commencé en 2015 ma formation de pilote de planeur à Port Alberni en BC. Lors de mon troisième vol en solo, mon instructeur m'a demandé de me faire remorquer à 3000 pieds d'altitude pour voir si je pouvais trouver des ascendances. J'ai rencontré beaucoup de courants descendants et j'étais sur le point d'abandonner quand je suis tombé par hasard sur un thermique et que j'ai pu remonter à 3000 pieds. À ce moment-là, j'étais conquis! J'ai continué à me perfectionner, notamment en obtenant ma qualification d'instructeur de vol à voile en 2018. La sécurité aérienne m'a toujours tenu à cœur, c'est pourquoi je suis responsable de la sécurité du Alberni Valley Soaring Association depuis mon adhésion au club. En 2023, j'ai commencé à travailler avec le comité de formation et de sécurité de l'ACVV/SAC. En 2024, je suis devenu directeur de la zone Pacifique.*

#### **Tom Coulson** – SAC Office Manager since 2021

Tom started gliding in 1980 at the SOSA Gliding Club and became an instructor in 1988. He has held many Board positions over the years. He still finds time to do some cross-country flying. Tom has a CPL and is a tow pilot. Before retiring, Tom worked in the aviation industry as a software designer.

*Tom a commencé le vol à voile en 1980 au club de vol à voile SOSA et est devenu instructeur en 1988. Il a occupé de nombreux postes au sein du conseil d'administration au fil des ans. Il trouve encore le*

*temps de faire des vols sur la campagne. Tom possède une licence de pilote professionnel avion et est pilote remorqueur. Avant de prendre sa retraite, Tom travaillait dans l'industrie aéronautique comme concepteur de logiciels.*

### **PACIFIC ZONE – David Gagliardi**

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

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

#### **Alberni Valley Soaring Association** – Allen Paul

In 2025 the Alberni Valley Soaring Association was able to get its season underway in late April. The weather in the Alberni Valley for the most part was cooperative with good visibility and minimal forest fire smoke hindering the operation.

Our membership numbers remained steady this year at 27. Regular membership totalled thirteen and the number of associate members who flew the Vancouver Island Soaring Center (VISC) PW6 numbered fourteen. At last review the club PW5 logbook showed 66.2 hours flown over 54 flights in 2025. An additional 299.2 hours was flown by a variety of privately owned gliders.

VISC continued to increase the number of PW6 training flights from previous years. On the instructional side, the VISC PW6 flew numerous recurrent training flights for local and visiting glider pilots. The PW6 logged 245 hours and flew 533 flights of which 273 flights were instruction related. Four power pilots successfully completed the glider licence syllabus, and two former Air Cadet glider pilots regained their currency on gliders.

In cooperation with VISC, club members assisted in manning a three-day promotional display in mid April at the Vancouver Island Outdoor Show in Parksville, BC. The exhibit highlighted the sport of soaring, AVSA club activities, VISC training possibilities and the range of familiarization flights available in the Alberni Valley during the upcoming season. SAC Promotion funding allowed the club to recapture 80 percent of the costs incurred by the club at the display.

Club members again explored the cross-country opportunities in the Alberni Valley, soaring along the Beaufort Range as

far west as the Comox Glacier, southwest to the end of Great Central Lake and 5040 Peak and as far east as Mount Moriarty. Thermal strength in the early part of the season was above average with cloud bases exceeding 10,000 feet. The prevailing winds in 2025 were not as well oriented to provide reliable ridge soaring and most distance flights relied on thermals generated in the Alberni valley and at higher elevations along the Beaufort ridge.

This year greater emphasis was placed on the cross-country aspect of soaring. In a valley with some serious geographic barriers, members were quick to capitalize and extend their typical cross-country flight distances. Club pilots continued to log OLC points and improved their national standing from eleventh in 2024 to a ninth place position amongst participating Canadian clubs in 2025. Our goal remains to climb the ladder and surpass this year's accomplishment.

In 2025 the SAC Safety Grant funds allowed the club to purchase a portable base station radio for the glider launch area to better monitor club glider activity in the Alberni Valley in 2026. This radio will augment the hangar base radio and will greatly enhance our ability to communicate with gliders and power aircraft in the Alberni Valley during the active part of the flying schedule to reduce traffic conflicts with aircraft approaching the circuit.

As a sideline the club also continued its unofficial fire watch role making authorities aware of smoke and fire sightings. One of the side benefits of this involvement was that the club and the sport of soaring was featured on primetime CTV News as our organization was one of the first to report a nearby fire this year.

The backbone to AVSA operations continues to be the club's strong commitment to safety through the SAC Safety Program. The key elements include a successful trial of an occurrence reporting system in addition to the existing incident/accident program mandated in the club Safety Management Manual.

This year we opted for an in-person mandatory safety meeting at the beginning of the season. The highlight was the introduction of the *Safety II* program delivered by a member who attended the SAC training session. The club also added an end year safety meeting to review safety occurrences and lessons learned while they were still fresh in members' minds. Lastly, the enhanced preseason checkout flights continue to ensure all members were ready for the 2025 flying season.

We expect 2026 to be another building year for our club members. For those glider pilots looking for a small friendly place to visit we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley.

#### **Canadian Rockies Soaring Club** – *Charlie Pastuszka*

The official kickoff this year was 6 May when we rigged our new-to-us K-13 we purchased from the Toronto Soaring Club. The glider marked a phenomenal shift in two-seat performance coming from the 2-33. In its first few weeks it experienced long flights including flight into wave over the Columbia Valley.

This year we did not run a scholarship program as we wanted to first get familiar with the performance and ground handling of our new glider. Nonetheless, we had some new and recurrent students come out including some first solos. The glider is an excellent fit for our club!

Our average flight count was similar to previous years. We ran a small camp as well which allowed some visiting pilots to join the activities. We finished sixth in club statistics overall with just 13 active pilots which was a real testament to the flights we did: long distances were achieved. Most notably for club member achievement, Martin Dennis did a 722 km flight and both Martin and Harry Peters traversed to new turn points in their ASH-26E and Ventus 2CM, respectively. We are looking forward to more big flights and open camps next year!

A startling note was Herrie Ten Cate's airborne fire which was caused by a fuel leak into the engine bay. The exact cause is yet to be determined. Herrie exercised excellent decision making skills, using an abbreviated and accelerated circuit to safely return to Invermere without injury. It was a stern reminder that our sport does not come without risk and that we need to exercise caution and judgement whenever possible.

#### **Vancouver Soaring Association** – *Thomas Breitenmoser*

The 2025 season at the Vancouver Soaring Association was another outstanding success!

We kicked things off in late winter and early spring with our Chief Flight Instructor (CFI) and fellow instructors leading a popular Introduction to Gliding course. The strong interest from participants carried through to our May camp, where we got many of them airborne for the first time. We're thrilled to report that two students successfully completed their glider pilot licences this season, and one student achieved their first solo flight – a huge milestone and testament to the dedication of our instructors and the hard work of our trainees!

In June, the club sponsored a memorable trip to Merritt, made extra special by an invitation from the mayor himself. We used to visit Merritt a few years back for similar flying outings, and it was great to return at his welcome. We trailered two club gliders and one of our tow planes up there, along with several students. The goal was to give them valuable XC experience in a less intimidating environment than our home field at Hope (where getting away from the airport can sometimes feel daunting). As a highlight of the trip, we were delighted to take the mayor up for a flight – sharing the magic of soaring and giving him a firsthand view of the Nicola Valley from above. Everyone enjoyed some excellent flights and great soaring conditions.

Unfortunately, we faced a brief interruption in July and August due to a nearby forest fire that impacted the downwind leg of the airport. The fire crew worked diligently and kept it contained, allowing us to resume operations and we only lost one weekend in July and one in August.

Despite the challenges, 2025 proved to be one of our strongest years yet. We had 38 full flying members and completed 697 tows. Our five club gliders logged a total of 534 hours – an

impressive increase of 75 hours over the previous year. (Note: One glider was out of service for most of the summer following an inspection that revealed gel coat delamination.)

A huge thank you to all our members, instructors, tow pilots, and volunteers for making 2025 such a rewarding season, we're already looking forward to more great flying, training successes, and adventures (maybe even another Merritt visit?) in 2026.

### ALBERTA ZONE – Pavan Kumar

Last winter, before the start of 2024, we were in the thick of the winter Condor season with *Proving Grounds* tasks and US Soaring nights. Then, the first ever FAI Virtual World Cup qualifiers were announced with several time slots over six races to qualify. The challenge and intensity of this massive contest re-invigorated the excitement for Condor and discussions of spring real life contest flying with fellow pilots. With my basic laptop and *TrackIR*, I somehow managed to follow the fast-pilots from Canada, USA, and Australia into qualifying for the 1st FAI Virtual World Gliding Championship. Unfortunately, between VR issues and missing races due to work, I didn't place well. Others in our international non-European Condor group did very well. Fall 2024 saw the release of *Condor 3* with the much anticipated weather models. It was an honour to even be part of such a group last year and I'm certain there will be more competitors this year. Combined with the variability and realism of *Condor 3* it will be far more challenging to qualify again.

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

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

ships and learn how to support our sport through clubs.

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

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

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

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

There are always new questions coming to SAC. Transport Canada will be looking into aircraft conspicuity near controlled airspace. We are fortunate to have many well informed technical experts who can advocate for us in a way that aims to keep gliding accessible and still safe. Of course, SAC continues to support our existing programs and grants as mentioned in the latest issue of *Free Flight*. Again, I am grateful to take part in these projects and our sport. Thank you to my Alberta Zone. I look forward to another year serving on the SAC Board.

### Cu Nim Gliding Club – Carey Cunningham

This was a season for patience and persistence. It's been a quiet stretch at the airfield – quieter than any of us expected. Our mainstay Pawnee towplane has been sidelined for maintenance much longer than expected, and to keep flying activities going, we rented ASC's Scout, PCK.

Despite the challenges faced this season, we did celebrate notable successes within the club. Congratulations to Barry Miln for earning his glider pilot licence. Josh Peace achieved his instructor rating, further strengthening our training team (and is also instructing in Australia over our winter). And of course, Chester's huge records run in November was spectacular. On the competition front, a few members competed in the US, finishing with impressive placements.

With our Pawnee grounded, our launching operation faced challenges since PCK's lower power and towing capacity resulted in longer waits between launches, restricted flight profiles, and limited opportunities for some of our heavier higher-performance gliders. For many members, this reduced the excitement and frequency of flying days. As a result, we were not able to reach the flying hours, training goals, or membership engagement targets we set earlier in the year. Still, this pause reminded us of what keeps the club strong – our community's resilience and willingness to contribute, no matter the circumstances.

We want to extend a big thank you to the Alberta Soaring Council for providing access to PCK during this challenging time. Their support allowed us to keep some flying activity alive despite the setbacks. We also sincerely appreciate the Central Alberta Gliding Club, Edmonton Soaring Club, and Lethbridge Soaring Club for generously offering our members flying opportunities at their respective airfields.

Despite relatively low numbers of Cu Nim participants in the summer and fall camps, the club had some great flights and memorable weeks out of Cowley. Championed by Josh (with help from Daniel Nazarco), Cu Nim gliders were relocated to the Cowley airstrip. The summer camp brought new horizons to junior cross-country pilots Daniel (SO) and Josh (T7), from winch flying, to ridge running, and some decent cross-country flights. The fall camp also saw some members experience great flights. With our primary trainer XCN being at Cowley, several students came down for some training. The camp saw some exceptional wave conditions with some pilots climbing up to 25,000 feet and qualifying for their 5000m Diamond height.

While towing challenges persisted, a dedicated few focused on smaller, practical projects around the clubhouse and field, quietly keeping the club's foundation solid and ready for better days ahead. Generally, member involvement was lower than usual, likely due to fewer flying opportunities and busy schedules. Looking ahead, Cu Nim will need a renewed, collective effort to re-energize flying activities and bring everyone back when our main towplane is fully operational again.

This year's obstacles grounded us literally and figuratively, but also highlighted the strength of our soaring community. When our primary towplane returns, it will signify not just a return to the skies, but the beginning of a fresh chapter – powered by the passion and dedication of all our members together.

#### **Lethbridge Soaring Club – Matthew Line**

By the numbers, this was one of our best seasons flying at Cowley with 159 flights and about 29 hours on our Grob Twin Astir, OOU. We also flew more familiarization flights than we ever have. Advertising for them on Facebook has been very successful. Austin Slingerland flew the most at LSC, with 30 flights and 5:48 hours of flight time.

There were a couple memorable flights from the season. One was a familiarization flight where the guest was non-verbal due to ALS. Bruce Aleman was the pilot, and he arranged check-ins with the guest to see how she was feeling – a thumb's up or down. The winch flight immediately connected with a thermal and a gorgeous day allowed for an easy 45 minute flight over the airfield, the Porcupine Hills, Lundbreck and the valley. Every time Bruce checked, the only response was two thumbs waving over her head. (OOU is configured with rudder hand controls to train people with lower body disabilities!)

Bruce also had his longest flight ever (4:43) at the fall camp with visiting member Ayush Gupta. As Bruce describes it: "The rest of the afternoon was like chess in the air, we would thermal up to 8500, try get in wave, get bumped off, run across the val-

ley to get out of the sink, thermal up above the Porkies, take a cloud street over and try again. We only ever got pieces of broken wave, but had lots of fun trying."

LSC members and especially students made good use of the opportunity to aerotow at the Cowley camps. Thanks to Dale Brown, Ray Troppmann and Steve Godreau, who kindly took students when LSC instructors were unavailable. Ray and Ryan Wood also did serious work in getting the second drum on the winch working.

The Summer Cowley Camp had several rope breaks, even many times a day – much worse than earlier in the season. There is a hump in the middle of the runways that leads to the rope being dragged through the dirt until the glider lifts off. It's hard on the rope. A bunch of worn rope was removed and a large section was reversed so that better condition rope is now being dragged over the hump.

The ASC winch threw us a number of curve balls leading to replacement of the air pump and starter. We also identified a leak in the pneumatic valve. Water was found inside and it's possible that freezing over several winters did internal damage. We will wait until spring to install a replacement, and remove it along with the batteries for the winter going forward. We had to replace our glider's radio, and Jeff also did an excellent job getting the many glider wires connected to the radio correctly, and just in time for Fall Camp. Finally, George Haeh stayed busy ordering all the parts we needed, and doing too many other jobs to count at the field.

LSC now has an official visiting member policy, whether at ASC camps or during LSC club operations, so there is one less excuse to come for a visit. LSC is a small club, so we count on every member's effort. Everyone chipped in where they could and it made for a successful season!

#### **Central Alberta Gliding Club – John Mulder**

Our club had a fantastic season with many accomplishments. It started on 22 March with our spring meeting to set the goals and the tone for flying. The field was dry and weather ready to start flying on 6 April with a warm spring day and all of our instructor checkouts done. We had a new member pop in at the meeting, Ralph expressed an interest in getting back into gliding after being away flying helicopters for 40 years! He showed up and started his checkout on our first day flying and it was obvious his skills were not rusty at all, must be all the fast foot work flying helicopters that kept his feet ready for the rudder. From that first day Ralph's momentum continued and we had him back in the instructor seat by summer.

April had the expected on-again, off-again warm and cold days so flying was restricted a few days with less than nice spring weather. We still managed to fly five days that month with the expected early season enthusiasm. May continues the same and the few non-flying days were used to clean up the hangar, polish some gliders and do some general upkeep.

Devon was back this season and we had him solo'd in June and working on regaining his skills after being away from gliding

for some time. He took a pause to walk across Greenland in the summer but was back in the air again in September.

In early June I received an email from two hot air balloon pilots interested in gliding, and wondering if they could get their licences this season. My advice was probably not, but come out and meet the club and we can set some realistic expectations of what can be achieved. They arrived to introduce themselves and take an intro flight on 14 June. They signed up on the spot and started their training. Their weekends consisted of 5 am arrivals to fly the balloons over Calgary, drive to Innisfail around 11 am, fly at the club until early evening – repeat. Their enthusiasm and dedication was impressive, Vytautas (from Lithuania) finished his licence before the balloon season ended in late September. Juan (from Spain) was ill for several weeks in the summer, so he wasn't as fortunate. They left at the end of September for Arizona to participate in the balloon competition, then Vytautas was headed home and Juan was going to fly balloons in Australia. We hope they return next season to fly balloons over Calgary and join the CAGC again. Several of us took a balloon flight at the end of the season; we may have flown over your house in September in Calgary.

Along the way we had Conner join and start his flying, he also brought out a friend, Caiden, as well. Soon after we were contacted by two air cadets, Priyana and Shania, who wanted to finish their licences after not getting it done at their summer camp. We had four enthusiastic youth members to help with the operation and three were solo by the conclusion of the year. Caiden would have solo'd as well, he was ready, but the weather didn't cooperate as the clouds and wind rolled in. We'll have him solo early in 2026, I'm sure.

We completed five new solos (seven if you count Devon and Ralph getting back in the saddle), two licences (four if you count Devon and Ralph) and one new instructor with Ralph getting into the back seat again instructing.

Some special mentions for the season. Lyall was a workhorse at the club this season! Although not actively flying, he has supported Judy and the club for many years, and he did so much this season cleaning up around the hangar, designing and building a new sunshade for the field, pushing, retrieving and fixing aircraft and equipment. We really appreciate having him around, and next year we will convince him to get flying again!

Ralph is a very enthusiastic individual, and he still remembers all of his cadet and military experience, so when the youth showed up, he knew how to corral their enthusiasm, get them off their phones, and helping with the operation.

Jerry was out towing when no one was available, at 89 years we had to help get him in the plane, but once he was there, he couldn't easily get out without some support so we would run sandwiches, snacks and drinks over and otherwise just keep flying. Occasionally he'd catch a nap while waiting for the next launch too.

We added a few gliders this year, Drew and I imported an ASH 26E from New Zealand and Ralph purchased an L-23 which he

is letting the club use to supplement our two-seat fleet. Some days we had two L-23s, the Puchacz, 1-26, L-33, Genesis 2, ASH 26E, and the Nimbus gridded to fly, with a few guest aircraft joining us as well.

The Bergfalke III our club purchased from Cold Lake in 1995 had been sitting in the back of the hangar for a few years. Bonnechere Gliding asked if it was still available for sale and we came to an agreement. A few of their members drove out the first week in July and we rigged the Bergfalke for a few final flights at Innisfail before loading it for the long trip to Ontario with all the spare parts including an extra fuselage and wing. Unfortunately one of the wings sustained some damage on the trip home, but they had it fixed and flying in short order. We added the Bergfalke to our fleet when all we had was the 2-22, and I wrote about it in our Club News in 1995 about the new high performance ship we added to our club. It changed CAGC positively and I'd like to think it is doing the same for Bonnechere. I follow them on Facebook and my impressions from their posts would validate that feeling.

To recognize everyone and every accomplishment would take several more pages, our executive, intro flight manager Judy, instructors (Drew was there almost every weekend), tow pilots and enthusiastic pilots and students are what make a club successful, so thanks to everyone who was an active part of CAGC this season. We broke our record of most flights in a season from 499 previously (when we winched too) to 520 this year.

Finally, Drew and I have had several self-launches in our ASH-26E now, so we don't need any of you anymore, in particular the towpilots... See-ya!

#### **Edmonton Soaring Club – Steve Godreau**

As the dust settled in 2024 and before the 2025 season had even become a thought, ESC revived an old tradition – our Christmas Dinner and Awards Night. Held in December, it brought pilots, partners, and a year's worth of stories together for one final gathering before winter settled in. It was a warm and easy evening, with laughter, photos, and a chance to recognise the people and moments that shaped 2024.

At the Annual General Meeting in early spring, the club reaffirmed its confidence in a familiar cast on the Board. With no contested positions or surprise upsets, the executive returned intact. From safety to events to money to towing, the continuity speaks to ESC's dedicated team and maybe a touch of "don't fix what isn't broken".

The season got underway on 16 April with a well-attended spring startup. The field was made ready, trailers opened, and gliders rigged without delay. Flying started quickly, and instructors were back in the air with returning students by the following Saturday. The field was active from day one, and the operations tempo ramped up fast.

Under our CFI's leadership, the instructor team was soon running at full throttle. With what may have been the best instructor roster in years, keeping instructors fresh and eager, and with classic early season Chipman weather, several students logged

their first solo flights before the midway point of summer. Instruction was structured, supportive, and consistent, and the pace of training showed in the number of new licences earned and the airfield confidence displayed by this year's cohort.

Our four fly weeks contributed greatly to the momentum. Each drew a slightly different crew, but the mix of ESC members, alumni, and visitors from as far as Saskatchewan and Calgary made the field feel less like club ops and more like a hub of the western soaring community. Cookouts, camp chairs, and some of the most memorable flights of the season all came out of those weeks – from instructors pushing new XC personal bests to students clocking first-hour-plus soaring flights.

It wasn't just enthusiasm and participation that grew, the hours did too. Club fleet usage dipped slightly, but private ship flying doubled, even with eight fewer flyable days on the calendar. Total flights were down, yet total hours rose, pointing to longer, more purposeful soaring. While maintaining a robust student training tempo of shorter instructional flights, the averages showed we were spending more time soaring. The season once again advanced ESC's mission to encourage badge work and cross-country progression. You'll see it throughout this *ASCent* issue: solos, licences, PPL conversions, instructor ratings, badges, intro flight qualifications, and records were abundant. Hardly a week passed without a cause for celebration.

Similarly, another outstanding season of introductory flights brought our student waiting list to full capacity early in the season. From the first thermals of spring, it was clear that ESC's visibility and reputation had grown, with word-of-mouth and returning visitors contributing to busy launches. All thanks in large part to Conrad Lamoureux and his infectious energy and our commitment to booked time slots.

The fleet and facility front ran smoothly and the club gliders remained in top shape with minimal downtime. Thanks to a mix of sharp eyes and Ray's magic we tended to get on top of small issues early. In addition, our two new(ish) members Nick and Peter brought in some new skills and tackled some issues with electronics and IT respectively that may have not been addressed otherwise.

We're still working through the global Pawnee AD, but confidence is high that SFL – now sporting a brand new spar – will be ready for full duty in 2026. In the meantime, it still played a surprising role this season.

When AVL suffered a prop strike – an incident that could have grounded it for the year – ESC pulled off one of the most ambitious (and frankly astonishing) feats of club ingenuity in recent memory: a full engine swap between our two Pawnees. The plan was bold, the execution even bolder. Under Ray's and Tyler's steady hands, with help from a rotating cast of volunteers and close oversight from our AME, the swap was completed in under a week. AVL was flying again, and the season barely missed a beat. It was an extraordinary example of teamwork and old-school elbow grease – proof once again that ESC rises to the occasion when it counts most.

Cowley remains a spiritual waypoint in our season, and this year was no exception. Over the summer and fall camps, ESC pilots logged 47 hours, with seven local members and six guests joining the fun. At the fall camp ESC had some special guests for the week sharing gear, guidance, and campfire wisdom with a crew that included three additional Coles from Ontario, Moose Jaw, and BC. You can't have a great wave flight at Cowley if you're not at Cowley!

This season also saw a few familiar gliders find new hands, marking meaningful milestones around the club. Amanda Vella took over the ASW20, TZ, from Trevor Finney. Eli Pasquali became the proud new owner of Apis C-GLVX, aka "the baby glider" formerly flown by Rick Martin. And Bruce Friesen now also flies GB, the elegant Kestrel that Guy Blood kept spotless for years. We know how important it was to each of these members that the ships stayed in the family and we all celebrate the generational legacy.

Now, as we wind down 2025, it won't be long before we all start to feel the itch, but the winter *Condor Proving Grounds* are now underway. For the uninitiated, Condor is an advanced gliding simulator that can simulate real-world XC tasks. Every Sunday there is a task and often there are a dozen or more ESC members joining in the virtual race. It is great for beginners and experienced pilots alike. If you haven't tried it, there is a channel on *Slack* and many experienced members who can walk you through the setup.

Looking ahead, we're set to welcome ten new students in 2026 from an already full waiting list. The face of ESC continues to evolve, and it bodes well for our future. We've got a strong crew of youth pilots coming up fast, a steady stream of powered pilots discovering the joy of turning off the engine, and a growing contingent of, let's say, seasoned professionals complementing our veteran ranks. It's a healthy mix – energetic, curious, and (mostly) coachable.

2025 wasn't just safe and successful – it was cohesive. From towing to instructing to fixing things before they broke, this club pulled together and kept the momentum going. Thanks to everyone who flew, towed, taught, patched, briefed, grilled, cleaned, or quietly encouraged someone. You made ESC what it was this year. Now we take a breath, but not for long. Spring always comes faster than expected – and if this season was any indication, we will be more than ready for it.

## PRAIRIE ZONE – Jay Allardyce

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

### Prince Albert Gliding & Soaring Club – Ryan Wood

The 2025 season was a good one for the club, with solid numbers across membership, flying activity, and training.

*Season* The club began flying on 3 May and wrapped up on 18 October, completing 25 flying days. Over that period we recorded a total of 213 flights for 69:15 hours of flying time,

up 37 flights from the 176 recorded in 2024. The bulk of flying was conducted on C-GGHL, which accounted for 186 of those flights, with C-FVTH, C-FXSX, CF-TQL, and C-GGHV rounding out the season. The club flew 18 familiarization and guest flights during the season, which is an encouraging level of public exposure to the sport.

**Membership** The club closed the 2025 season with nineteen members, up from eleven at the end of 2024. That is a substantial increase and a positive sign for the club going forward. Five Air Cadets flew with the club during 2025. Notably, three of those cadets obtained their powered aircraft licence through the Air Cadets program this summer. Their civilian gliding experience likely contributed to that outcome – the fundamentals carry over.

**VR Flight Simulator** A portable VR flight simulator was built over the winter, allowing for practice at home rather than being limited to the kind of clubhouse-based simulator access most clubs have. The ability to do more concentrated, uninterrupted practice outside of flying days is a meaningful addition for students. The first ab-initio student to make regular use of it showed a notable rate of progress compared to what we would typically expect.

**Looking Ahead** Membership is up, flying activity is up, and the new simulator is already showing results. The aim for 2026 is to keep that going – maintaining engagement with current members and continuing to support students in progressing toward their licences.

#### **Regina Gliding & Soaring Club – Darrin Bitter**

It was a very quiet year at the Regina Gliding and Soaring Club in 2025. There were a few flights in the Grob and the Ximango aircraft. Some newer members helped get the annuals done on the aircraft.

#### **Saskatoon Soaring Club – Ian Barrett**

The Saskatoon Soaring Club began its 2025 flying season on 4 May and operated through October. Overall, the year was steady operationally, financially positive, and marked by strong volunteer commitment.

**Membership & Training** The club had twenty members this season, with sixteen actively flying. Our membership included six students and eight individuals who were new to the club. Two members achieved solo status, and three earned their glider pilot licences. Training was conducted primarily by a single instructor. Expanding our instructor base remains a priority, and we continued the financial incentive program introduced last year. Instructors receive a \$15 credit toward their club accounts for each instructional flight. Now in its second year, this initiative appears to be having a positive effect, and we will continue monitoring its long term impact on instructor engagement.

**Operations** The club insured and operated the Blanik L-23, Blanik L-33, and Schweizerer 1-26 gliders throughout the season. We completed 175 glider flights over 25 operational days – consistent with last year's totals.

**Financial Position** This was our second year under the revised fee structure implemented after the loss of provincial funding. We did not access any external funding in 2025 and still ended the season in a stronger financial position than the previous year. This is an encouraging indicator of the club's long term financial viability.

**Volunteers and Club Sustainability** While every member contributes to our success, we extend special recognition to our Chief Tow Pilot and our CFI, who also serves as our Treasurer. Their ongoing commitment is essential to the club's operation and sustainability. We are optimistic that the new members who joined this year will grow into future volunteers and leaders. Like all volunteer driven organizations, our long term health depends on developing a strong rotation of engaged contributors.

We welcome conversations with other clubs about successful strategies for growth, retention, and volunteer development.

**Safety** Maintaining a strong safety culture remains central to our operations. We acknowledge the efforts of our Safety Officer, Chad, and thank all members for their contributions to a safe season. We experienced one safety incident this year involving a newly acquired Miller Tern. During low level familiarization hops using a car tow, the aircraft ground looped, resulting in minor damage. The incident reinforced the importance of adopting highly conservative procedures when operating unfamiliar aircraft. Even when we believe we are being cautious, there is often room to be even more deliberate and careful.

On behalf of the Saskatoon Soaring Club, I extend sincere thanks to SAC for its ongoing support and leadership. Your programs and work help ensure that we can all enjoy this sport safely and remain connected as a national soaring community.

#### **Winnipeg Gliding Club – Mike Maskell**

This season just ended marks the 66th year of continuous operation of the WGC and the 41st year at our current gliderport 50 kilometres southwest of Winnipeg. To say we are well entrenched in our operation would be somewhat of an understatement. We continue to thrive and are hopeful for the future years ahead.

The start of our season began, as it usually does, toward the latter part of April, with seasonal check flights provided for all glider pilots as well as tow pilot requalification flights monitored from the rear seat of our Bellanca Scout by our Chief Tow Pilot. By the second weekend in May all pilots were approved for solo.

The Transport Canada issued airworthiness directive (AWD) on the Pawnee hit us, as it did for many other operators, however the twist in our saga was that we had decided late in 2024, before the AWD was issued, to do a full fabric recover on the wings, and our maintenance provider was ready for the arrival of the Pawnee in late fall, about when the AWD came into force. The process of the thorough inspection revealed that one spar on one wing was condemned, while the other had a few non-AWD issues to deal with. Procurement of a replacement spar was hindered by lack of availability and it was not until mid-

March that one was shipped to us. Long story short, we finally received our Pawnee back in late June finished with new shiny fabric. Thankfully our aforementioned Scout held up well and short of a couple of minor snags fixed at the club level, we maintained operational readiness throughout.

In late May we were thrilled to have a 4-day stretch of some of the best and strongest soaring weather ever witnessed at the club in decades. Several flights reached beyond 500 kilometres, one flight allowed for a FAI Gold badge 3000 metres (squeaking in by only three metres) altitude claim and badge completion for the pilot and one pilot setting five new Manitoba soaring records. It was a great time to be a glider pilot in Manitoba!

We also had three pilots claim FAI "C" badges over the span of the summer and it is hoped that this spurs them, and others, onto greater accomplishments in future years. Our PW6 sailplanes are also now more than cross-country capable and, with new NANO 4's installed, a greater confidence can be had with moving map and final glide calculations available.

On the promotional front we were thrilled to be permitted to have a glider on display at the Royal Aviation Museum of Western Canada. We brought in our PW5, had our display booth up and visible and had a continuous loop WGC promotional video playing on a 50" TV. The museum featured us on their web page and weekly emails to all their members, as well we had both CTV and Global news out for interviews with us. From this event we generated a fair amount of interest and saw an uptick in Discovery Flights flown throughout the year.

We were also present in a smaller sense, without a glider, at the Manitoba Aviation Council Career Symposium for a one-day event. This also generated some interest and prompted one display participant to get back into the sport after a twenty year's absence from soaring. We also generated a fair amount of buzz with our August Fly-In which saw twenty-two private pilots with co-pilots fly in for a \$10 BBQ lunch as well likely double that who drove in. This was our second time in as many years hosting this event, and while it takes considerable effort to organize and a full day commitment by most club members, it is a fantastic way to showcase our operation, as well as generate a small profit for our promotional group to use. New this year was a demonstration of a glider launch down the active runway 09, which was right in front of the clubhouse and assembled crowd.

We continued to have ongoing conversations with NavCanada on airspace usage and while our upcoming season will be status-quo with respect to our alert area and extension areas to escape the Terminal Control Area overhead, changes will ultimately see a squeezing inward of allowable areas to fly in. We have identified a few key issues to NavCanada as part of their comprehensive airspace review that would give more flexibility to their needs and possibly preserve some of our airspace for the future. Thankfully NavCanada has been very receptive in these discussions.

By the closing of the season in late October we had 537 flights with 547 hours flown. We did squeak in a couple of flying days

in November and as is often the case we held onto the hope that December might allow for one more day, if only just because, but it was not to be this year, with unseasonably cold temperatures and Alberta clippers reducing the chance of flying to zero. There is always next year.

## SOUTHERN ONTARIO ZONE – Stan Martin

The outlook for the southern Ontario region was very positive over the last year. The weather cooperated for the most part. The legacy from the COVID has healed. Membership stabilized or increased within most clubs by the fall. SOSA saw the highest rise in members in ten years with 3,560 total flights. Toronto Soaring saw a similar increase in flights and was reaching operation limits with its programs. York had a 200 increase in flights over the previous season and increased its membership. The Pawnee AD was a huge factor in 2024. Affected clubs have made the necessary adjustments. Both York and Great Lakes have completed their repairs. SOSA expects to have their Pawnee operational in the coming season. York Soaring, Toronto Soaring, and SOSA worked together to support Great Lakes while their Pawnee was down for repairs. Great Lakes was able to return to the air by August.

Airspace congestion and routing had been a significant issue in the 2023-24 seasons. In 2025, communication improvements with NavCanada and changes to traffic patterns have relieved the situation somewhat, particularly northeast of Toronto.

Toronto Municipal University Soaring Society is a charity organized by Charles Peterson and others to promote and support soaring. It is focused on youth recruitment and aerospace engineering students in particular. It provides simulator training during the winter and regular training programs during the soaring season in combination with SAC clubs. It has had tremendous success with over a hundred applicants last year to fill ten spaces for simulator training. Six from that program will go on to licence training at the airfield. With its focus primarily on aerospace engineering students, it has an ideal and eager group of future pilots. They are developing positive long term relationships with the hosting club. SOSA has seen the value of the program and it is launching a similar proposal with the University of Waterloo in the coming year.

York Soaring has a number of ambitious outreach programs. It hosts community days with demonstration events, gliding discounts and vintage aircraft. It has arranged fly-ins for power pilots and offers power conversions. They are having good success in attracting new members and have several new instructors for a total of fifteen including three new aerobatics instructors.

Toronto Soaring saw a number of major upgrades and successes. They completed their new hangar. This has tripled the available storage. The club has a new bunkhouse that can sleep eight. This was supported through TMU. Also in collaboration with TMU there is now a Jantar and LS1 on the field. These are primarily used for the youth program but can be used generally when available. Other fleet upgrades this year

are being discussed. Last was a record for instructional flights and badges. Toronto Soaring saw seven "A" badges, seven "B" badges, eight "C" badges, three Bronze and three Silver badges.

London Soaring has found a new home at the Lucan Airfield in southwest Ontario near Lake Huron.

SOSA hosted a XC clinic last year with twelve attendees. It also hosted the *Mud Bowl*, the informal contest for SOSA pilots, with 21 pilots competing across two classes. It completed 1,929 instructional flights – 15 first solos, 13 flight tests, four Bronze Badges, and two Silver Badges. In 2026 it is preparing hosting for the Nationals and the return of PanAm Games in 2027. SOSA reached out to other clubs in Ontario to cooperate on Safety Audits. SOSA received its new ASK-21b.

In summary, the 2025 season was good for clubs and the sport. Clubs were able to successfully transit extraordinary problems from previous years. The sport is growing and the year ahead is starting on a positive note.

#### **Great Lakes Gliding Club – Amir Awadalla**

Similar to the 2024 season, GLGC started with work on our Piper Pawnee which, to comply with the spar AD, meant a rebuild of the wings with new spars. This process took over 2000 man-hours and meant that once again we had to move flying operations to Toronto Soaring, then to York Soaring. The end result was something the club could be proud of and it was signed off in mid-July. GLGC again thanks these clubs for accommodating us so we could keep flying. The second half of the season meant the return to flying operations at our home field. Our "Flying Week" occurred in the last week of July. GLGC had two students solo. GLGC also received two youth bursaries. GLGC logged 539 flights this year (434 training and 105 member flights). We ended the season on 1 November.

#### **London Soaring Society – Jeff Robinson**

The 2025 flying season brought an end to an era of flying from the Mackay farm near Embro. This will clearly be one of the most significant changes to club activities in the 55 years of history at London Soaring. Early poor weather put a damper on the season. However, we still managed to license two members and have four new solo pilots this season. The club also expanded its footprint in the flying community with multiple aviation shows and public speaking engagements. Finally, we were able to continue flying through to the end of November at our fantastic new home in Lucan.

London Soaring has been located near Embro for over 50 amazing years. The Mackay family informed the club of their intention to sell the family farm during the most recent lease negotiation which gave the club two years to find a suitable new location. Several club members were involved in the hunt for a new appropriate base of operations. While we narrowed the search for a new home, it became evident that Lucan would be the front runner. Our members were able to do a site visit at Lucan and discuss this option with Paul Hodgins and his son Dave who manage the airfield. The Hodgins were already maintaining our fleet of gliders and towplane at Lucan. Following a general meeting, the club voted to relocate to Lucan at

the end of the 2025 season. Prior to the move we had a final potluck and BBQ and Embro where many past members were able to join us and recall stories from the past several decades. The move went smoothly at the end of October with first flights being flown in Lucan that same weekend.

Our new hangar in Lucan is quite a step up from our previous home. We are now able to house the entire fleet and all additional equipment in one modern building. The massive hydraulic door makes short work of daily preparations as we easily move aircraft from storage to the flight line. An enormous thank you goes out to Franco who created our "we're moving" guide for our members. The local aviation community in Lucan was curiously and eagerly awaiting our arrival. I expect many locals will become involved in the club in the coming year.

Several of our members made enormous strides forward this year including two new GPLs and several new solo pilots. Congratulations go out to everyone who were able to complete and exceed their flying goals for the season. Big thanks to our tow pilots and instructors for making this happen.

London Soaring participated in the *Girls in Aviation Day* at YXU in June and returned for an action packed Airshow London at YXU in September. Both events were very well attended and created significant exposure for the club and the sport of soaring in southern Ontario. We also hosted site visits for the local aviation high school program and spoke at COPA Flight 177 in October.

The club is excited to begin the 2026 season from Lucan. I expect there will be a learning curve to flying there. Any new challenges will be met with the same resolve and team work that has carried the club forward for the past 55 years.

#### **SOSA Gliding Club – James Wood**

Looking back on the 2025 season, it is clear that SOSA had an excellent year, with both membership and total flights reaching their highest levels in the past 10 years.

From our first spring check ride on 13 April to the final day of 2025 operations on 22 November, SOSA flew 3,560 flights – a remarkable total that speaks to the enthusiasm and commitment of our members. Despite challenges such as a wet spring, prolonged summer wildfire smoke, and limited towplane availability due to Pawnee ADs, it was a fun and productive season. We exceeded our target of 250 introductory flights, completing 273 this year, thanks to the dedication of our intro coordinators and pilots, who continue to bring new people into the club and share the joy of our sport with all who are willing.

We enjoyed a season full of flying training programs and events, including the cross-country clinic, acceleration week, aerobic training, precision landing contest, and the return of the informal contest, the SOSA Mud Bowl. With 1,929 instructional flights, 15 first solos, 13 flight tests, four Bronze Badges, and two Silver Badges, 2025 was a productive year for training. Roughly half of our active students achieved a major milestone, an impressive accomplishment for both students and instructors.

SOSA was once again Canada's most successful XC soaring club, winning both the OLC+ distance and Speed OLC categories and was the fourth highest scoring club in North America.

We ended the year with 169 members, 162 of which were flying members, and 43 of which were junior members. We continue to maintain a new member waiting list and currently have 50 contacts interested in joining SOSA for the 2026 season. In addition to the 50 looking to join this season, we have 100 more interested in gliding who may join in the future. These digital records allow us to easily follow-up with potential new members and I highly recommend it to all clubs as a tool for growth. Throughout the year, we have regularly referred prospective members to other great clubs in Southern Ontario. We hope these referrals will help grow the sport of soaring across the province overall, and not just here at SOSA.

Our new K-21 arrived towards the end of the year and is being prepared for the start of the 2026 season. Our oldest K-21 (XPY) is currently available for sale and we hope it goes to a Canadian club. We have placed a deposit on a new Duo Discus to replace our current Duo (RNV), which will also be up for sale in the next couple of years. Pawnee XWI should be serviceable again for the start of the 2026 season, following work required to comply with the Airworthiness Directives.

On the ground, we upgraded club equipment such as the flight line bus and ride-on mower. We also invested in some improvements to our clubhouse kitchen and campsite facilities in the run up to the 2026 Nationals (29 July – 7 August) and the 2027 PanAms. More information and competitor registration for the Nationals can be found online at <https://silentflight.ca/nats/>.

In 2026 we will be launching a partnership with the University of Waterloo to evaluate the effectiveness of simulators in glider pilot training, similar to the successful program already underway with Toronto Metropolitan University, Youth Flight Canada, and Toronto Soaring. We are excited to support this new avenue for young people to discover gliding in Canada.

None of the achievements of this season would be possible without enormous effort from a dedicated group of members behind the scenes. There is a small army of folks at SOSA that keep the majority of us flying and socializing all season long. Many times this year I have bumped into someone quietly and diligently tackling a task that needed to be done. Usually taking care of it before others even noticed it was needed – we are exceedingly grateful. Thank you to SAC for their continued support through the safety improvement, marketing and youth bursary programs. I wish you all the best for the 2026 season and hope to see many of you at the Nationals this summer.

#### **York Soaring – Dave Bax**

The 2025 season began, as 2024 ended, with a handful of key flying members having medical issues, which had some effect on our operation for a month or two. However, our membership numbers and the number of flights from York Soaring were stable compared with 2024, with no accidents or injuries during 2025. Finances remain in good order but cash reserves reduced by towplane maintenance.

The active club fleet remains at six: 2 two-seat and 4 single-seat gliders, but only two active towplanes now. One of our three towplanes became, possibly permanently, unserviceable due to neither wing meeting the recent AD requirements. We have no immediate plans to return to three active towplanes. The remaining two have been meticulously overhauled during the off season and are ready for 2026 operations.

During 2025, York Soaring hosted the Great Lakes Gliding Club for a couple of months whilst they fixed their one towplane. They operated two of their club trainers at YSA – running of two clubs under one operation went quite smoothly.

Several neighbours were introduced to gliding with complimentary flights. Further, we repeated our flying open day. This year we were not rained out; several discounted glider flights were flown for the local community. Many attendees were full of interest with questions about gliding, all answered by our enthusiastic membership. We will repeat the event again in 2026, again with the support of Wellington North Township.

Our power pilot to glider pilot program has continued to produce results, with new member power pilots signing up each year and becoming useful and much appreciated members of the club. Further, we hosted several power fly-ins during the season. Several students (of all ages) went solo on our 2-33s and K-21. Several of our members progressed up through the fleet.

2024 saw the reactivation of York Soaring Aerobatic courses and the fruition occurred in 2025 with three members receiving their acrobatic instructor tickets. Thus in 2026 we will have at least three aerobatic instructors available for courses or aerobatic experience flights. Around mid-season we undertook a SAC audit of our operation, finding only a handful of minor items to address.

We look forward to seeing members of other clubs fly in to York Soaring during 2026, we operate seven days a week during the bulk of the season, weather permitting; retrieve towplane available at normal club rates to help you home.

#### **EASTERN ONTARIO ZONE – George Domaradzki**

The Eastern Ontario Zone club membership increased from 186 to 195 members. MSC, GGC and Bonnechere all had increases. Only RVSS had a decrease, but they expect this to be transient. For the second year Bonnechere Soaring Club experienced another increase, from 10 to 15 members. It is great to see a resurgence in gliding interest in the Upper Ottawa Valley region.

Two events that we have come to expect, the GGC MayFly and the Lake Placid Wave Camp did not occur. This is because both the GGC and the RVSS Pawnees were grounded. The required overhaul took longer than expected.

The joint GGC/RVSS glider pilot ground school is still going on strong, thanks to the contributions of members offering instruction from both clubs. There were 21 students. Some were

already members, whereas others took the course and then joined a gliding club in the spring.

#### **Bonnechere Soaring Club – Julia Clitheroe**

The 2025 gliding season was a year of growth and transition for Bonnechere Soaring Club, accompanied by some expected growing pains. As a small but dedicated club, we remain firmly committed to sustaining and expanding gliding operations.

During the 2025 season, the club conducted 105 glider flights, accumulating 34.5 flight hours. Membership increased to fourteen active members, with an additional five “guest” SAC members periodically supporting towing and training operations. We were pleased to have two youth students. At the same time, three long-standing members concluded their involvement with the club. Our club leadership has changed as well, with Dave Beeching continuing to be president, Jim Gordon becoming treasurer, and Julia Clitheroe becoming Secretary.

This past year, the club acquired a Scheibe Bergfalke from the Central Alberta Gliding Club to address the need for an additional two-seat glider. During transport, minor wing damage was sustained; however, all repairs have since been completed and certified by AMEs. The Bergfalke has been well-received and actively flown in the fall.

There have been some issues affecting our flying operation this season. A long-term concern identified by the club is the deteriorating condition of the runway, which has become increasingly rough and narrow over time. This issue presents a challenge for future sustainability, and the club is exploring solutions. Input and ideas from the soaring community are welcome. Another issue identified was tow pilot availability, as we started with only one tow pilot, who had stopped towing halfway through the season. For several weeks, we could not fly for this reason. We are currently training new tow pilots and have also received tow support from tow pilots at neighbouring clubs. Some other issues affecting the club include income, dog walkers/dirtbikes/ATVs, signage, and our military members going away for periods of time.

For outreach and revenue generation, Bonnechere Soaring Club increased the number of introductory flights offered and expanded its social media presence on Facebook, branding itself as “vintage bush gliding.” Additional fundraising efforts included offering hangar space for winter boat storage. The club has also fostered a strong social atmosphere, with camping and bonfires allowing members and families to connect beyond flying operations. Located deep in the Ottawa Valley and surrounded by Crown land, the club continues to provide a unique weekend getaway destination.

Looking ahead to 2026, the club aims to increase its base of experienced glider pilots, train an additional instructor, increase introductory flights to support financial sustainability, address runway condition challenges, expand the fleet, prioritize a strong safety culture, and fly as much as possible.

We welcome any guests to come out for a weekend of flying at Bonnechere Soaring Club!

#### **Gatineau Gliding Club – Ian Grant**

Gatineau Gliding Club enjoyed a safe and active year in 2025. Membership rose to sixty-three by year end, up 12%. The flight total was 22% up on the three-year average with a notable increase in introductory flights and trial packages. The increased flying activity was even more remarkable for having been done with a single towplane, our Citabria.

The growth in membership and visitor numbers was influenced by the marketing program that the club launched this year. The main elements of this program included a fresh website, club displays at several public shows through the year, enhanced responsiveness to email and phone enquiries, a spring open house for ground school participants, and local press and social media presence.

Our joint GGC/RVSS ground school ran again last winter at the premises of the Ottawa Flying Club with about twenty students completing the program.

The flying membership included fifteen students supported by twelve active instructors led by CFI Karl Boutin. Three students achieved their first solos and three earned glider pilot licences. A small group of members assembled a simulator using Condor software which provided valuable practice opportunities for several students. We plan to continue to integrate the simulator into student training.

Several newly licensed members advanced their soaring and cross-country skills using the *Proving Grounds* tasks that were introduced last year. Two members completed their Silver badges. A few have purchased gliders in the last couple of years. These symptoms of people being bitten by the bug are positive signs for member retention!

In October, after a gap of several years, the club hosted visitors from the Rehab Centre of The Ottawa Hospital for a day of introductory flights under the banner of *Freedom's Wings*. Youth Flight Canada generously provided funding support.

The refurbishment of our Pawnee to address the wing spar AD concluded in November thanks to a group of skilled volunteers working under the close supervision of our AME. The scope of this project had grown with the discovery of additional issues after the covering was stripped. Now, however, the club boasts a completely refurbished and beautifully refinished airframe.

GGC's flying season ended in November with hangar packing for winter storage. Tuesday Night Soaring on Condor resumed shortly thereafter, with weekly sessions through the winter for GGC members and other local clubs joining in.

Finally, I would like to add a few words to gratefully acknowledge SAC's financial support to the club in several areas, namely student bursaries, and grants for safety and instructor development, publicity, and construction of the flight simulator.

#### **Montreal Soaring Club – Kurt Sermeus**

The year 2025 was a good one for MSC, with flying activity finally recovering to pre-pandemic levels. Membership grew by 15%

from 2024 and greater discipline in starting activities early in the day helped to increase the number of flights.

With increased membership and flight activity finally back to normal (pre-pandemic) levels, the year ended with a healthy financial balance, despite unexpected expenses for an early engine overhaul on one of the towplanes. A long-term lease renewal of the club's farmland at better conditions also helped to bring financial stability.

A key evolution for MSC in 2025 was the introduction of strict recency requirements, and recency check flights to strengthen conformance to flight safety standards. Inspired by the recency barometer of the British Gliding Association, three categories of recency (high, medium, low) were defined based on flights and hours flown over the past twelve months. Pilots must have completed at least one P1 flight within the last 42, 28, or 21 calendar days for the high, medium, or low recency category, respectively. Otherwise, a check flight with an instructor is required before they can fly as P1 again. Overall, the experience was positive: several infrequent pilots flew more regularly, and the interim check flights created good opportunities for refresher coaching and feedback from instructors.

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



*L'année 2025 a été une bonne année pour le CVVM, l'activité de vol ayant enfin retrouvé son niveau d'avant la pandémie. Le nombre de membres a augmenté de 15 % par rapport à l'année précédente, et une meilleure discipline quant au démarrage des activités plus tôt dans la journée a permis d'augmenter le nombre de vols.*

*Avec l'augmentation du nombre de membres et une activité de vol enfin revenue à la normale (aux niveaux d'avant la pandémie), l'année s'est terminée sur un bilan financier sain, malgré des dépenses imprévues liées à une révision prématurée du moteur de l'un des avions remorqueurs. Le renouvellement à long terme du bail des terres agricoles du club, à des conditions plus avantageuses, a également contribué à renforcer la stabilité financière.*

*Une évolution clé pour le CVVM en 2025 a été l'introduction d'exigences strictes en matière de récence, ainsi que de vols de contrôle de récence, afin de renforcer la conformité aux normes de sécurité des vols. Inspirées du « recency barometer » de la British Gliding Association, trois catégories de récence (élevée, moyenne, faible) ont été définies à partir du nombre de vols et d'heures effectués au cours des 12 derniers mois. Les pilotes doivent avoir effectué au moins un vol en P1 au cours des 42, 28 ou 21 derniers jours calendaires, respectivement pour les catégories de récence élevée, moyenne ou faible. À défaut, un vol de contrôle avec un instructeur est requis avant de pouvoir reprendre des vols en P1. Dans l'ensemble, l'expérience a été positive : plusieurs pilotes volant peu fréquemment ont volé plus régulièrement, et ces vols de contrôle intermédiaires ont offert de bonnes occasions de remise à niveau, avec coaching et rétroaction de la part des instructeurs.*

*Sur le plan de la sécurité, le CVVM continue d'améliorer son système proactif de gestion de la sécurité. Cela comprend notamment une revue annuelle de la liste des dangers, qui sert de base pour identifier et mettre en œuvre des actions axées sur la sécurité pour la prochaine saison de vol.*

#### **Rideau Valley Soaring – George Domaradzki**

Rideau Valley Soaring (RVSS) had 53 members in 2025. This is a decrease of nine from 2024, the lowest since 2019. What is more concerning is that we had a substantial decrease in the number of tows. There were 623 glider tows in 2025, whereas we have had an average of 925 over the previous ten years. Though there were fewer students, most of the decrease can be attributed to fewer licensed pilot flights in both club glider and private gliders. We have not determined exactly why. There were slightly fewer days of operations, and fewer good soaring days. Our base membership is getting older. Our Pawnee towplane was still being overhauled, and we had to rely on our slower Citabria towplane. Our tow pilots were not as readily available for mid-week towing. The GGC Mayfly and Lake Placid Wave Camp were cancelled. This probably resulted in less incentive to fly for members to keep their skills up.

We are attempting to address many of the issues identified above and believe the drop in the number of tows to be temporary. The club is still functioning well overall. Our instruction flights are ongoing, and we have had three students becoming licensed. In 2026 we will have our Pawnee back in operation. We should have more instructors and tow pilots.

Because our airfield was too wet in the spring, we started gliding operations at Arnprior Airport in early April. The airport operator was quite welcoming, and operations went quite smoothly. However, we were not comfortable with ongoing skydiving operations and probably won't return there. We are still working on improving the drainage at our airfield, so we may be able to start operations earlier. We can expect a successful 2026 season.

#### **EAST ZONE – Sylvain Bourque**

*Le nombre de membres des 4 clubs de la zone de l'est a diminué en 2025, passant de 125 à 110, soit une diminution de 13%. 125 étant le nombre moyen de membres de notre zone des 6 années précédentes. Plusieurs clubs canadiens ont de la difficulté à recruter des membres, à les retenir et ils sont aussi affectés par le manque d'instructeur. Le AD qui a cloué au sol les 14 avions remorqueurs Pawnee en 2025 a eu aussi un impact significatif sur 11 clubs canadiens.*

*2025 ne fut pas notre meilleure saison du côté météo pour la région de l'est du Canada (QC), encore pire que les trois années précédentes. Ceux qui pouvaient se rendre disponibles quand les rares journées vélivolables étaient au rendez-vous, ont pu faire quelques beaux vols. Le CVVQ a terminé au troisième rang au Canada sur OLC en 2025 avec 29 601 km et 45 membres! L'AVVC a terminé au septième rang en 2025 avec 22 273 km et 55 membres.*

*Le 25 mai François Proulx a fait 562 km en ASG 29E 18m et Richard Noël a fait un vol de 545 km en Ventus cM 17,6m à partir*

de St-Raymond, se rendant presque à St-Donat. Pour les vols de plus de 400 km qui méritent mention : Gabriel Duford a fait 485 km le 15 juin, 479 km le 1er août et 405 km le 13 juin en ASG-29E 18m, François Proulx 457 km le 15 juin, Jean-Yves Germain 424 km en ASG 29E 18m le 22 juillet, Richard Noël 414 km le 15 juin et Yvon Saucier 400 km le 15 juin en ASW-20. Espérons que les conditions en 2026 seront meilleures que les trois dernières années!



Membership in the four clubs of the Eastern Zone decreased in 2024, from 125 to 110, a drop of 13%. 125 is the average membership for our zone over the six previous years. Several Canadian clubs are having difficulty recruiting and retaining members, and they are also affected by a lack of instructors. The AD that grounded fourteen Pawnee towplanes in 2025 also had a significant impact on eleven SAC clubs.

2025 was not the best season for weather for our region of Eastern Canada (QC), being worse than the previous three years. For those who were able to make themselves available when the few days of soaring were there, we were able to make some nice flights. CVV Québec finished third of Canada in 2025 on OLC with 29,601 km and with 45 members. AVV Champlain was seventh of Canada on OLC with 22,273 km and 55 members.

On 25 May, François Proulx flew 562 km in an ASG 29E 18m and Richard Noël flew 545 km in a Ventus cM 17.6m from St-Raymond, almost reaching St-Donat. For flights over 400 km worth mentioning: Gabriel Duford flew 485 km on 15 June, 479 km on 1 August, and 405 km on 13 June in an ASG-29E 18m; François Proulx flew 457 km on 15 June; Jean-Yves Germain flew 424 km in an ASG 29E 18m on 22 July; Richard Noël flew 414 km on 15 June, and Yvon Saucier flew 400 km on 15 June in an ASW-20. Let's hope the conditions in 2026 will be better!

#### **AVV Champlain – Jean Lapierre**

**Membres et formation** En 2025, l'Association a maintenu une base solide de 55 membres actifs, comparativement à 58 en 2024. Plusieurs nouveaux membres étant déjà pilotes (notamment de ligne), le nombre de vols d'instruction a été légèrement inférieur aux années précédentes. Malgré cela, nos instructeurs ont su maintenir le cap, et l'implication accrue de nouveaux instructeurs permet désormais de sécuriser la relève et la continuité de l'instruction pour les saisons à venir.

L'année a également été marquée par une transition remarquable au poste de chef instructeur de vol (CFI). Après 25 années de service dévoué, Gabriel Duford a cédé ses fonctions à Gustavo Tanoni. Cette transition s'est effectuée avec brio : bien préparé, Gustavo s'est rapidement illustré par son professionnalisme, sa rigueur et son engagement.

Au total, le nombre de vols réalisés en 2025 est demeuré comparable à celui de l'année précédente, témoignant de la stabilité des opérations.

**Programme de voltige et vol voyage** Un nouveau volet majeur a été officiellement intégré cette année : le programme de voltige, sous la direction de Simon-Pierre Dupont. Comptant déjà trois instructeurs certifiés, ce programme a suscité un vif intérêt et généré

une activité soutenue. Devant cet engouement, le club prévoit d'élargir son offre dès la saison 2026.

Les activités de vol voyage ont quant à elles été limitées par des conditions météorologiques parfois défavorables, bien que plusieurs très beaux vols aient néanmoins été réalisés. Le club gère actuellement la transition vers la plateforme WeGlide, et l'intérêt des membres pour cette discipline est en nette croissance. Afin de soutenir cet engouement, un programme structuré accompagné d'un système de mentorat est en cours de préparation.

**Installations et sécurité** L'année 2025 a été marquée par d'importantes améliorations des installations et des équipements. Un nouveau tarmac de 1 800 pieds carrés en pavé uni a été aménagé devant le hangar, facilitant grandement la manipulation des planeurs et éliminant plusieurs risques d'incidents.

Un ancien espace de maintenance, auparavant chauffé sous une maison mobile désuète, a été entièrement transformé grâce à la vision et à l'implication de Bob Bell, Carole King et Michel Gingras. Isolation, nouveaux murs, finition complète, remplacement des fenêtres : le résultat est remarquable. Cet espace deviendra officiellement le club house à compter de 2026, le tout réalisé à des coûts exceptionnellement bas.

Par ailleurs, la relocalisation des remorques permet désormais l'assemblage des planeurs sans nuire à la circulation des aéronefs près de la zone d'opérations. L'élargissement d'un passage entre le club house et le hangar permet aussi de ramener les planeurs vers l'aire de décollage à l'écart complet de la piste, contribuant ainsi à une amélioration significative de la sécurité.

Sur le plan de la sécurité, quelques incidents mineurs sans dommages ont été rapportés. Ceux-ci ont surtout servi d'occasions d'apprentissage et de sensibilisation.

**Maintenance** L'entretien des aéronefs, tant des avions que des planeurs, a été assuré sous la direction de notre chef mécanicien, Jean-François Latulippe. L'ensemble de la flotte est en bon état, et le club se prépare aux inspections majeures de l'ASK21 et du DG505. L'entretien des équipements au sol (tracteur, herse, etc.) est supervisé par Guy Gauthier. Son implication soutenue assure une disponibilité constante des équipements, essentielle au bon déroulement des opérations.

**Administration et rayonnement** Le conseil d'administration demeure engagé, actif et dynamique. Le renouvellement d'un membre par année permet de conserver un regard neuf et d'anticiper adéquatement les défis à venir, notamment ceux liés à la hausse des coûts des avions remorqueurs et au recrutement de nouveaux membres.

Enfin, le club a amorcé un programme structuré de présence sur les réseaux sociaux, incluant des vols de promotion réalisés avec des influenceurs. Une analyse des données est en cours, mais les premiers constats suggèrent que ces efforts ont contribué à une augmentation des vols d'initiation.

Finalement nous avons célébré nos 60 ans de fondation par un méchoui qui a réuni la plupart de nos membres.



**Membership and Training** In 2025, AVVC maintained a solid membership base with 55 active members, compared to 58 in 2024. Several new members were already licensed pilots (including airline pilots), which resulted in fewer instructional flights than in previous seasons. Despite this, our instructors continued to deliver high-quality training, and the increased involvement of new instructors has strengthened the long-term sustainability of flight instruction.

The year was also marked by a smooth and exemplary transition in the Chief Flight Instructor (CFI) role. After 25 years of dedicated service, Gabriel Dufort stepped down and passed the role to Gustavo Tanoni. Well prepared for the position, Gustavo quickly demonstrated strong professionalism, leadership, and commitment.

The total number of flights conducted in 2025 remained comparable to the previous year, reflecting stable operational activity.

**Aerobatics Program and Cross-Country Flying** A significant new activity was formally introduced this season: the aerobatics program, led by Simon-Pierre Dupont. With three certified aerobatics instructors, the program generated strong interest and high activity levels. In response to this enthusiasm, the Association plans to expand the program in the 2026 season.

Cross-country flying was somewhat limited by challenging weather conditions, although several excellent flights were completed. The club is currently managing the transition to *WeGlide* and interest in cross-country flying continues to grow among members. To support this momentum, a structured program with dedicated mentors is being developed.

**Facilities and Safety** Significant improvements were made to our facilities and equipment in 2025. A new 1,800-square-foot interlocking-paver apron was installed in front of the hangar, greatly simplifying glider handling and eliminating several sources of ground incidents.

An old maintenance workspace, previously housed beneath a deteriorated mobile structure, was completely rebuilt thanks to the vision and efforts of Bob Bell, Carole King, and Michel Gingras. The renovation included insulation, new walls, interior finishing, and window replacement. The result is an outstanding space that will officially become the clubhouse in 2026, all achieved at remarkably low cost.

Trailer relocation has improved safety by allowing glider assembly away from the operational area. Additionally, widening the passage between the clubhouse and the hangar now enables gliders to be returned to the launch area well clear of the runway, representing another meaningful safety enhancement.

On safety, only a few minor incidents with no damage were reported, serving primarily as valuable learning opportunities.

**Maintenance** Aircraft maintenance for both towplanes and gliders was carried out under the supervision of Chief Mechanic Jean-François Latulippe. The fleet is in good condition,

and preparations are underway for the major inspections of the ASK21 and DG505 gliders. Ground-equipment maintenance (tractor, harrows, and related equipment) is overseen by Guy Gauthier. His ongoing involvement ensures that all equipment remains reliable and readily available throughout the season.

**Administration and Outreach** The Board of Directors remain highly engaged and active, with one member rotating out each year. This renewal process brings fresh perspectives and supports long-term planning, particularly in addressing challenges related to the rising costs of tow operations and member recruitment. The club also launched a structured social-media presence and conducted promotional flights with influencers. Data analysis is ongoing, but early indicators suggest these efforts contributed to an increase in introductory flights.

Finally we celebrated AVV Champlain's 60th anniversary with a méchoui with most of our members attending.

**CVV Québec – Richard Noël**  
*2025 s'est terminé sur une bonne note avec notre camp d'onde à Baie St Paul qui a été populaire encore cette année avec une température clémente. Les mois de mai et juin ont été plutôt pluvieux ce qui n'a pas contribué à nous procurer beaucoup de vols. Par contre, la fin de l'année nous a permis de nous rattraper et de finir la saison avec 1,062 vols, comparé à 1,268 l'an passé.*

*Pas d'accident et peu d'incident. Nos deux avions remorqueurs ont bien performés et sans bris. Notre Pawnee a subi les tests NDT avec succès.*

*Quelques beaux vols de distance ont été réalisés, 3 vols vers La Tuque, ce qui avait été fait une seule fois auparavant. Aussi un grand vol de 562 km. Au total 292 vols ont été enregistrés sur OLC par 27 pilotes pour un total de 29,000 km de parcours. Il y a eu 1268 vols dont 478 d'instruction, fournis par les 20 instructeurs que nous avons dont un qui a fait près de 100 vols d'instructions à lui seul. Sur les 1062 vols, 224 ont été fait à Bai St-Paul, 96 membres d'un jour, 337 vols d'instruction.*

*Notre membership est passé de 51 à 46, cette diminution vient surtout du fait que nous avions que 4 nouveaux membres. Le recrutement passe à l'avant plan pour 2026. L'ambiance est très bonne au club avec plusieurs BBQ et Party tout au long de l'été. Au camp d'onde à Baie St-Paul, les feux de camps y sont présents presque tous les soirs.*

*Notre situation financière ne se dégrade pas et ce grâce aux bénévoles qui travaillent sur nos infrastructures et à l'entretien de nos aéronefs. Grâce à eux, nos coûts demeurent parmi les plus bas au Canada. Merci à ces membres qui s'impliquent.*

*Ce fut ma dernière année à la présidence après 14 ans en poste. Merci pour la relève, Bruno Légaré!*



2025 ended on a high note with our wave camp in Baie-Saint-Paul, which was popular again this year, and the weather was on our side. May and June weekends were rather rainy, which

didn't contribute to many flights. However, the end of the season allowed us to make up for lost flying days and we finished the season with 1,062 flights, compared to 1,268 last year.

There were no accidents and few incidents. Our towplanes performed well and without any breakdowns. Our Pawnee successfully passed its NDT tests last spring.

Some great cross-country flights were completed, including three flights to La Tuque, a feat accomplished only once before. There was also a long flight of 562 km. In total, 292 flights were logged on OLC by 27 pilots, covering a total of 29,000 km. There were 1,268 flights, including 478 instructional flights, provided by our 20 instructors. Of the 1,062 flights, 224 were in Baie-Saint-Paul, 96 were for discovering flights, and 337 were instruction flights.

Our membership decreased from 51 to 46, primarily due to only four new members. Recruitment is now our priority for 2026.

The atmosphere at the club is excellent, with several BBQs and parties throughout the summer. At our wave camp in Baie-Saint-Paul, campfires are a common sight almost every night.

Our financial situation remains stable, thanks to the volunteers who work on our infrastructure and maintain our aircraft. Thanks to them, our flying costs remain among the lowest in Canada. Thank you to these dedicated members!

This was my last year as president after 14 years in the role. Thank you Bruno Légaré for taking over!

#### **CVV Saguenay – Pascal Mourgues**

**Activités générales** *La saison 2025 s'est déroulée dans un contexte opérationnel stable. Toutefois, le manque d'instructeurs disponibles a limité la progression des élèves ainsi que la capacité d'accueil de nouveaux membres. Par prudence, le CVVS a volontairement restreint les nouvelles inscriptions afin de maintenir un encadrement sécuritaire et adéquat.*

**Situation des motoplaneurs** *Les deux motoplaneurs exploités par le club, soit : le monoplace AC5-M et le biplace SF28 appartiennent au même propriétaire privé et sont mis à la disposition du club à titre de prêt gratuit.*

*Au cours des quatre dernières années, l'AC5-M a cumulé environ 5 heures de vol seulement, principalement en raison du nombre limité de pilotes qualifiés sur ce type d'appareil. Malgré le prêt gratuit, certains frais demeuraient à la charge du club (assurance, hangar, visite annuelle), ce qui représentait une charge financière disproportionnée par rapport à son utilisation réelle. Le propriétaire a donc décidé de procéder à la vente de l'AC5-M en 2026, afin que ces coûts n'impactent plus les finances du CVVS.*

*Le motoplaneur biplace SF28, également prêté gratuitement au club par le même propriétaire, demeure l'appareil principal de formation. Pour la saison 2026, le CVVS conservera le SF28 avec l'objectif d'en optimiser l'utilisation. Son exploitation dépendra toutefois directement de la disponibilité des instructeurs.*

**Perspectives 2026** *La priorité du CVVS demeure le renforcement de sa capacité d'instruction. Sans une augmentation du nombre d'instructeurs actifs, le développement du club restera limité. La structure matérielle est en place. L'enjeu principal est désormais humain et organisationnel.*

#### **Bilan des heures et activités – Saison 2025**

*La saison 2025 du Centre de Vol à Voile du Saguenay s'est déroulée du 28 avril 2025 au 5 novembre 2025.*

*Au total, 30 envolées ont été réalisées au cours de la saison.*

*Parmi celles-ci : 10 vols ont dépassé une durée d'une heure – le vol le plus long a été de 2 h 22*

*Heures machine : les aéronefs ont cumulé :*

- SF28 (motoplaneur biplace) : 20 h
- AC5-M (motoplaneur monoplace) : 2 h 39

*Soit un total de 22 h 39 d'heures machine.*

**Heures membres** *En tenant compte du fait que le SF28 peut être exploité en double commande (chaque pilote comptabilisant ses propres heures), le total des heures cumulées par les membres s'élève à 34 h 02. Parmi celles-ci, 9 h 13 ont été réalisées en instruction. L'activité a été assurée par un groupe restreint de six pilotes actifs.*

#### **Initiative de formation – Visite à St-Dominique**

*Au cours de la saison 2025, le CVVS a organisé une fin de semaine de formation à St-Dominique avec ses deux élèves pilotes. L'objectif de cette initiative était de leur faire découvrir le vol en remorquage ainsi que le vol en planeur sans moteur, contrairement au SF28 motorisé principalement utilisé au CVVS.*

*Durant cette fin de semaine, nos deux élèves ont été chaleureusement accueillis par les pilotes et les dirigeants du club de St-Dominique. Ils ont pu réaliser plusieurs vols le samedi ainsi que le dimanche dès le matin, leur permettant d'acquérir une expérience précieuse en remorquage et de perfectionner leurs compétences en vol à voile pur.*

*La formation a été rendue possible grâce à l'appui exceptionnel de Daniel Alessandro Franco, instructeur à St-Dominique et au CVVS, dont l'implication a été déterminante pour offrir un encadrement de grande qualité. Cette initiative démontre l'engagement du CVVS à maintenir un niveau de formation rigoureux et à offrir des occasions concrètes de progression à ses membres, malgré les limites locales en disponibilité d'instructeurs.*

**Analyse** *Malgré une saison s'étendant sur plus de six mois, le volume d'activité demeure modeste. Toutefois, la proportion significative d'heures en instruction démontre que le club maintient activement sa mission de formation. Le facteur limitant principal demeure la disponibilité des instructeurs. Cette contrainte affecte directement :*

- La progression des élèves
- La capacité d'accueil de nouveaux membres
- Le développement global des activités

*Pour la saison 2026, le club poursuivra ses activités avec le motoplaneur biplace SF28, avec l'objectif d'optimiser son utilisation en fonction des ressources humaines disponibles.*



**General Activities** The 2025 season took place within a stable operational context. However, the limited availability of instructors restricted student progression as well as the club's capacity to welcome new members. As a precautionary measure, CVVS voluntarily limited new registrations in order to maintain safe and adequate supervision.

**Status of Motor Gliders** The two motor gliders operated by the club are the single-seat AC5-M and the two-seat SF28. Both are owned by the same private owner and are made available to the club free of charge.

Over the past four years, the AC5-M accumulated only about five flight hours, mainly due to the limited number of pilots qualified on this aircraft type. Despite the aircraft being provided free of charge, certain expenses remained the responsibility of the club (insurance, hangar fees, annual inspection), representing a disproportionate financial burden relative to its actual use. The owner has therefore decided to proceed with the sale of the AC5-M in 2026, in order to prevent these costs from continuing to impact the club's finances.

**SF28** The two-seat SF28 remains the primary training aircraft. For the 2026 season, CVVS will retain the SF28, with the objective of optimizing its use. Its operation will, however, depend directly on instructor availability.

**2026 Outlook** The priority for CVVS remains strengthening its instructional capacity. Without an increase in the number of active instructors, the club's development will remain limited. The material structure is in place. The main challenge is now human and organizational.

#### *Flight Activity Summary – 2025 Season*

The 2025 season of the Centre de Vol à Voile du Saguenay ran from 28 April to 5 November. A total of thirty launches were completed during the season. Among these, ten flights exceeded one hour in duration and the longest flight of the season was 2:22 hours. The SF28 accumulated 20 hours and the AC5-M 2:39 hours, for a total of 22:39 hours of aircraft time.

**Member Flight Hours** Considering that the SF28 may be operated in dual flight (each pilot logging their own flight time), total member flight time amounted to 34:2 hours. Of these, 9:13 hours were instructional flights. Flight activity was carried out by a limited group of 6 active pilots.

#### *Training Initiative – Visit to St-Dominique*

During the 2025 season, CVVS organized a weekend training visit to St-Dominique with its two student pilots. The purpose of this initiative was to expose our students to aerotow operations and pure glider flying without an engine, in contrast to the SF28 motor glider normally operated at CVVS.

Throughout the weekend, our two students were warmly welcomed by the pilots and leadership team in St-Dominique. They were able to complete multiple flights on both Saturday and Sunday morning, allowing them to gain valuable experience in aerotow procedures and improve their overall gliding skills. Training was conducted with the exceptional support of Daniel Alessandro Franco, instructor at both St-Dominique and CVVS, whose involvement was instrumental in providing our students with high-quality instruction.

This initiative reflects CVVS's commitment to maintaining training standards and offering meaningful progression opportunities to its members despite local instructional limitations.

**Analysis** Although the season extended over more than six months, the overall flight volume remains modest. However, the significant proportion of instructional time demonstrates that the club continues to actively fulfill its training mission. The primary limiting factor remains instructor availability. This constraint directly affects:

- Student progression
- The ability to accept new members
- The overall development of activities

For the 2026 season, the club will continue operations with the two-seat SF28, aiming to optimize its use based on available human resources.

#### **Aéroclub des Cantons de l'Est (ACE) – Frédéric Chauvin**

*Les activités à l'ACE de Bromont durant la saison 2025 ont été limitées. Nous avons réalisé quelques vols (10) avec notre ASG32 MI en début de saison avant la fermeture de la piste de Bromont pour le restant de la saison. Nous n'avons pas eu de nouveau membre cette année.*



Bromont ACE activity has been very limited for 2025. No new members. We had done ten flights in our ASG32 MI before the closing of the Bromont airport runway. We will have a brand-new runway for 2026.



# 2025 activities of the Alberta Soaring Council

Jason Acker, president

**T**owplanes, towplanes, towplanes... if I were to characterize the gliding season in the province in 2025 it would be a mixture of operational challenges, significant member and club achievements, and remarkable community resilience.

As the 2024 season wound down, we all became acutely aware of the Pawnee Airworthiness Directive that was initiated in Argentina as a result of accidents in Central and South America involving wing spar failures. Unfortunately, this affected two of our clubs and prompted significant anxiety and action over the winter to understand what could be done to continue to operate them safely and in-compliance with the AD. Cu Nim faced the most critical setback when its Pawnee was grounded for the entire season awaiting a spare replacement. Fortunately, Cu Nim was able to fly the ASC Scout (PCK). The challenges at Cu Nim were further hampered by delays in getting critical maintenance and repair issues on PCK completed mid-summer. This limited flying hours, restricted flight profiles, and caused Cu Nim to miss its training and engagement targets.

ESC, also dealing with the AD on its Pawnee (SFL), was able to get their second Pawnee (AVL) through non-destructive testing and was airworthy before the start of the season. While initially lucky, ESC was further challenged when their active AVL suffered a prop strike mid-season. However, with extraordinary ingenuity it executed a full engine swap from the grounded SFL in a week, saving the flying season through the collective effort of ESC members.

With all of the towplane issues we saw in 2025, we were fortunate that we did have a reserve tow aircraft in the province to support our clubs. Since 2022, ASC has worked with clubs to put in place agreements to share towplane resources to support events such as our contests and the Cowley camps. The Pawnee AD experience has renewed further discussions with both the ASC Executive and our clubs in the need for further investment into shareable equipment and resources in the province to buffer unpredictable events like ADs and aircraft maintenance / repairs.

Despite – or perhaps because of the challenges – several clubs rallied in 2025 and celebrated major milestones. CAGC set a new club record of 520 flights in a season, driven by exceptional member enthusiasm. ESC reported a rise in total soaring hours despite fewer flights and fewer flyable days, indicating longer, more purposeful flying and successful advancement of their cross-country mission. Lethbridge SC, based at Cowley, also recorded one of its best seasons with 159 flights and successfully hosted its highest-ever number of familiarization flights. Maintenance,

and repairs to the ASC winch in 2025 has helped enhance the use of this important provincial resource.

Notwithstanding the challenges getting pilots into the air this year, we remained consistent in club members registered with ASC at the end of 2025 (154 in 2025, 154 in 2024, 161 in 2023). ASC financials has been significantly stabilized due to our success in managing an AGLC casino licence. With our next casino scheduled for early 2026 in Edmonton, we look forward to continuing to have the funding available to support our provincial and club-specific initiatives that are aimed at developing our youth and senior programming, and our operations.

The ASC will host the SAC 2026 AGM and National Safety Seminar in Alberta 21 March 2026. This will be an excellent opportunity for us to connect with clubs from across Canada to discuss topics of mutual interest.

For the third year now, we ran a multi-pronged Youth Development Program, and this year we were able to award ten pilots with up to \$750 in support to offset the costs of their SAC membership fees, tow fees, and glider rental costs.

The 2025 Summer and Fall Cowley camps saw good attendance and some memorable flights. Excitingly, this year's fall camp saw a number of out-of-province guests join us in Cowley. With the growth in the number of record-setting flights being made up and down the eastern slope of the Rockies as a result of changes in airspace, and the work of Chester Fitchett mapping out the routes, we are seeing a global increase in wave activity. Cowley is not only "Canada's Diamond Mine", but now one of only a few sites in the world where long-distance (1000+ km) flights can be "routinely" undertaken. To attract more pilots to Alberta, ASC is working to develop promotional materials to highlight the resources and opportunities we have in the province.

The commitment to growth is clear. ESC and Cu Nim's student waiting list remains at capacity for 2026, promising a strong influx of new, energetic members. CAGC welcomed new gliders, including an imported ASH 26E, and CAGC sold its venerable Bergfalke III glider to Bonnechere Gliding, extending that glider's legacy. Even during the winter, ESC is keeping the momentum going by hosting virtual Condor simulator races. The overarching theme is that the obstacles faced – from grounded towplanes to extreme maintenance – only serve to highlight the resilience and deep dedication of our community, signaling a bright and busy future for soaring in Alberta in 2026.



# COMMITTEE REPORTS

## AIRSPACE – Scott McMaster

Nationally, the biggest project has been SACs participation in the Electronic Conspicuity Working Group (ECWG). The ECWG has been organized by Transport Canada to examine the current state of the art in onboard signaling and receiving devices that help see and be seen. Examples familiar to soaring pilots are FLARM and ADS-B. The group is made up of representatives for different user groups (SAC, COPA, UPAC etc.), manufacturers, Nav Canada and government. The first external project the group has run is the survey at the end of 2025 about near mid-air experience of pilots. I'd like to thank all of you who took the time to fill the survey out, the overall response from all groups was very good.

It is not clear what the end product of the ECWG will be, it is unlikely there will be any regulations resulting from it, but it may end up with recommendations and possibly consolidations of the many projects that are currently in development and/or use. It will also likely be used to guide the further introduction of drones into more airspace. At the very least it is bringing TC up to date on the current landscape and educating them to the concerns of various users. SAC will stay engaged to ensure that no matter the outcome soaring is represented.

We also participated in an Aeronautical Study regarding the future of Nav Canada's prime radar systems. That study has concluded and we will see the results sometime late 2026. One of the positives coming out of the study was Nav Canada's acknowledgment that adding ADS-B ground stations to the system would assist aircraft that have trouble meeting the antennae diversity specification that is currently required by Nav Canada's satellite based ADS-B system. If Nav Canada gets rid of prime radars and goes 100% ADS-B (as seems likely) this will be an important factor in how easy it is for sailplanes to meet installation requirements.

For the east end of the country, the only regional item was our participation in the Toronto AOCM (Airport Operations Committee Meeting) this spring. The meeting goes over all the projects and planned issues in the Toronto FIR for the next year. Nothing of import to soaring was discussed.

On the western Canadian airspace side, the exciting development was the refinement of the "Cowley North" block of airspace that has been negotiated with TC and Nav Canada for use during the Cowley camps. It is a triangle of airspace that extends from the North edge of CYA201(S) – a triangle because the closer you get to Calgary International, the less space is available! It allows soaring below 17,500 almost 90 km north of Cowley. Of note, with the new distance available, it's possible to declare an FAI 500 task wholly within Canadian airspace, with start/finish points close to Cowley! This past Cowley

fall camp, a few brave non-Chester wave pilots were able to explore the new real estate available – no transponders required! I look forward to the first FAI 500 km task being flown in the wave in 2026 with an average speed that starts with the number 2!

## BADGES – Chris Gough

Toronto Soaring had a banner year with ten C badges and eleven Silver legs helping SAC achieve the highest number of C badges in eight years and bringing up the badge leg total. There were eleven Silver badges completed from Cu Nim, Gatineau, Montreal, SOSA, Toronto Soaring and York. Mike Maskell from Winnipeg finished up his Gold badge with a thermal climb in the flatlands to 11,500 ft. This badge was 45 years in the making as his Gold duration was completed in 1980. David Gossen and Jan Brochocki competed their Gold badges with climbs at Cowley. Edmonton Soaring Club had the only two Diamond badge completions in Canada, Gary Hill and Ray Troppmann with both of them completing their distance legs from Chipman in the spring.

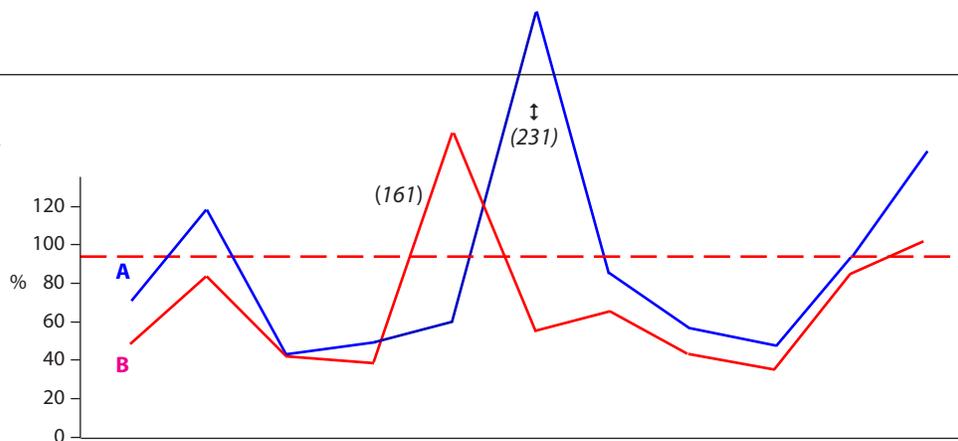
The electronic badge form was working well at the start of the year but the add-on that made it possible had some hiccups and the form has now been removed. For now, please use the paper forms. I am working on another solution that will hopefully make it even easier.

10 year badge statistics, 2016–2025											
	16	17	18	19	20	21	22	23	24	25	5 yr avg
1000 km	0	0	0	0	0	0	0	0	0	0	0.0
750 km	0	0	0	0	0	0	0	0	0	0	0.0
Diamond	5	2	0	2	0	3	0	1	2	2	1.6
Gold	2	1	1	2	2	2	5	3	1	3	2.8
Silver	7	2	11	10	8	11	10	5	12	11	9.8
C Badges	15	14	29	11	21	13	19	11	19	26	17.6
Badge legs	47	36	59	45	52	54	53	55	60	52	54.8

## INSURANCE OVERVIEW – Grant Robinson

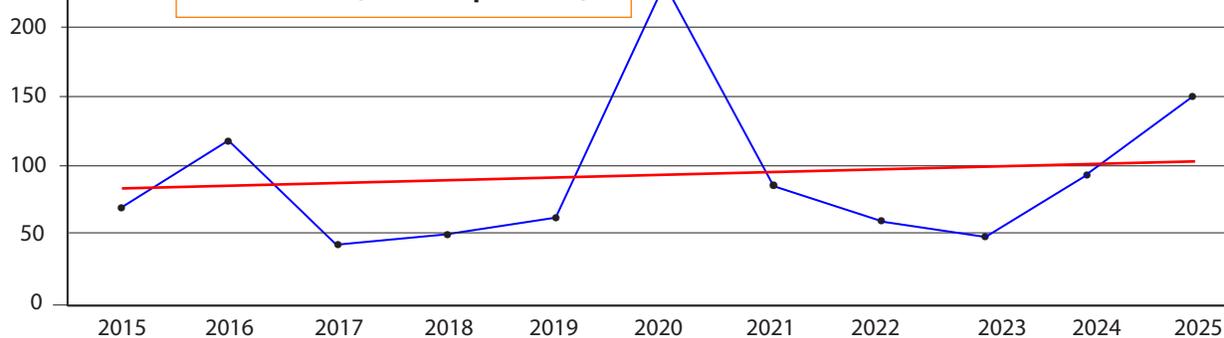
During the 2025-26 gliding season the total number of insured aircraft was 206. This number was reduced by twenty overall from 2024-25. The 2025-26 gliding season saw an increase in hull loss amounts paid or reserved from \$342K to \$405K. The total number of hull losses in 2025 was four (down from nine in 2024-25) and the average loss amount was ~\$104K (up from ~\$36K in 2024-25). This is a ~18.4% increase in paid hull losses.

### 11-YEAR HISTORY, 2015 – 2025

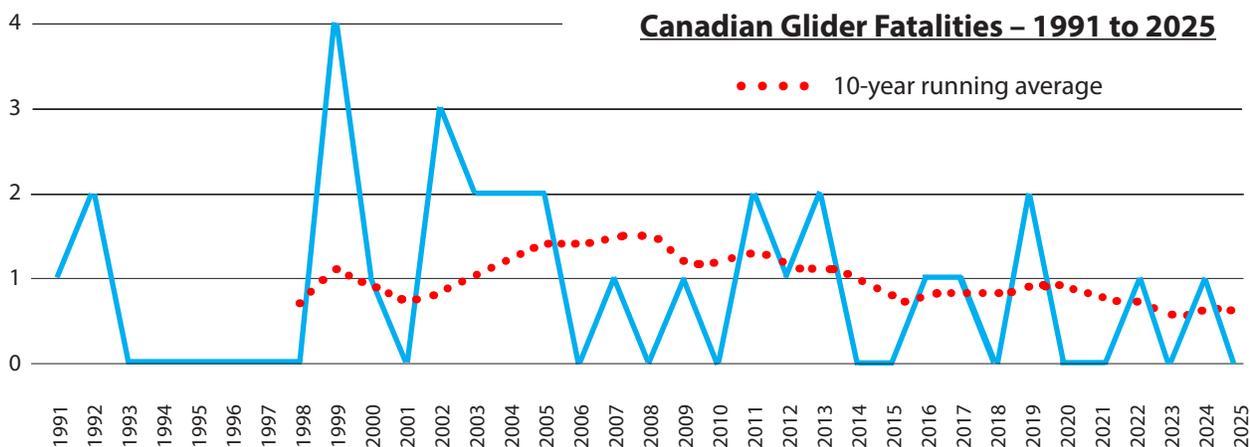


	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Insured Clubs	25	26	26	24	28	24	24	24	19	19	17
Total aircraft	248	255	257	257	297	250	308	307	231	221	206
Hull value (\$M)	13.3	14.8	14.9	15.1	15.1	14.8	20.1	20.1	16	16	18
Hull losses (\$K)	209	351	125	148	207	293	338	242	178	342	404
Hull Loss ratio (%) <b>A</b>	70	118	41	49	60	231	86	57	48	93	150
Total losses (\$K)	209	361	188	170	808	263	355	242	178	368	405
Total loss ratio (%) <b>B</b>	48	82	42	39	161	56	65	42	34	86	103
FLARMs	114	155	169	141	198	198	204	228	174	164	164
FLARM % of fleet	54	61	66	55	67	79	66	74	75	74	80
FLARM discounts (\$)	12,767	13,949	15,755	13,407	18,079	21,596	24,124	26,881	22,800	21,777	21,704

### Hull Loss Ratio (% of hull premium)



### Canadian Glider Fatalities – 1991 to 2025



The table on the previous page shows the insurance history over the last eleven years, the overall loss ratio during this period is 65%. This is the most important number to an insurance company. Most insurers require a total loss ratio under 60% to make an underwriting profit on a risk. This year's losses are 95% hull losses. The total policy loss ratio for 2025-26 is 103%, which is the second worst year in the last ten years. The insurer views your account as a hull loss account with frequency, and a liability loss account with severity, but limited frequency.

The chart shows the historical total and hull loss ratios since 2015. The total loss ratio has gone over 60% (a very significant insurer underwriting threshold) five times in ten years. As we see the hull loss ratio is for the most part higher than the total loss ratio, this is as a result of limited liability losses in most years, which brings down the total loss ratio. The horizontal RED line on the chart represents the average total loss ratio over the 10 year period at 65%.

The chart shows an overall unchanged trend in hull claims over time since 2015, which is a negative trend for your operation and your insurer. The graph below is from 2014-2025. This is in part due to the higher average glider value, which is now averaging about \$96,000. We see fewer overall claims but the quantum of each claim has increased. The RED line on the chart represents the average hull loss ratio over the last ten years at 96%.

SAC has had the same insurance company for the last forty plus years; they understand your organization, the operations, and how losses fluctuate over time. Your underwriters look at both the long term trends as well as the short-term results.

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

**SAC Membership** 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.

A reminder to clubs to submit SAC memberships to the national office BEFORE the start of the regular flying season. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage. Failure to have club membership updated to the SAC office could potentially create difficulties in handling claims involving both CLUB and PRIVATE aircraft.

#### **FLARM Credit**

During 2025-26, our underwriter continued to offer a 5% discount to those clubs and private owners who have invested in safety by installing FLARM units in their glider/tow aircraft. The discount is available to all gliders and towplanes insured in the plan with an installed or designated FLARM unit at annual renewal. The insurer continues to recognize the

initiative of the soaring community to pro-actively work towards our own and others’ safety in the air. For the 2025-26 policy year, FLARM discounts of over \$21,704 were given to clubs and private owners in the SAC plan.

#### **Safety Credit**

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

#### **2024-25 Insurance Renewal**

Our SAC insurance broker Gallagher is working diligently to finalize the negotiations for the 31 March program renewal. It has been determined that the most appropriate insurer is still your current insurer CAIG. They have been the SAC insurer now for over 40 years. In 2025-26, Ground Risk Only coverage will continue to be on a Special Consideration basis.

Rates are expected to stabilize and remain unchanged for the 2025-26 gliding season. However, this has not been finalized and we could see a minor rate improvement. Inflationary repair cost will add pressure to hull claims in 2026.

The overall insurance marketplace has seen rate decreases on insurance premiums over the last twelve months. The aviation insurance market has seen a different path with large airline losses affecting insurance company loss ratio negatively. We are seeing rate stabilize on all aircraft policies overall. The benefit of having been with the same insurer for so many years has assisted SAC in times when this changes and we see a cycle of many insurers withdrawing their capacity and reducing their aviation participation – often a 5-7 year cycle.

The Annual Spring Checkout requirement was redesignated and replaced with a “Self-Checkout” ie. a self-review of aircraft performance, systems, airport operations in 2025. It is still highly recommended to do a refresher flight with an instructor for those with less experience or who lack flight currency.

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

The 2026 policy year will run from 31 March 2026, to 31 March 2027 both at 12:01am EDT. As usual, coverage will be automatically extended through 30 April 2026 to all renewing owners to allow for the renewal process; however it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim. Owners will once again be able to pay online for their renewal and receive their proof-of-insurance via email.

Club renewal packages will be emailed to each club insurance contact as soon as available in mid-March. Private owner

renewal notices will be sent out via email as well. It is important to be sure to let us know if you have changed your email address. If you have not received your renewal notice by 1 APRIL, please contact us at: IBAM.SAC@AJG.COM

#### **Other optional coverage lines available for clubs**

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

#### **Fuel tank spill coverage**

Most property insurance, including the SAC liability policy for club premises, specifically excludes environmental damage. 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 \$2,500 and \$3,500 depending on your storage tank protection and volume.

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

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

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

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

Coverage for your Board of Directors, including directors and officers of the club in the execution of their duties and obligations. A \$2,000,000 limit can cost \$2,750 to \$3,750 per year, with the exact premium dependent on a club's specific operations, so a separate application is required.

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

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

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

#### **TREASURER – Jay Allardyce**

SAC continues to be in a healthy financial position. SAC's investments had a balance of \$1,831,405.12 on 31 December 2025, an increase of \$216,166.44 from 2024's year end balance. This was after drawing \$55,000 from the investment account to fund the difference between the revenue received (membership fees and other miscellaneous revenue) and actual expenses. SAC has drawn \$325,000 from the investments since 2016 to support SAC's programs.

Total expenses were stable compared to 2024. There was no Canadian participation in world contests in 2025 so that expense was zero for 2025. SAC funded the *Safety II* training weekend which was hosted by David Donaldson which saw widespread participation by many clubs. SAC funded the cost of the venue and accommodations for participants as well as travel expenses for club representatives.

The Flight Training & Safety Committee expenses were higher than prior years because of this. The website and forum were also overhauled which increased website expenses for 2025. Meetings and travel expenses were less as the SAC AGM was held virtually in 2025.

Looking forward to 2026, most of the expenses are expected to be similar to 2025. We also expense revenue (membership fees collected) to be similar to 2025. SAC membership fees will remain the same as last year.

## SAC 2025 FINANCIAL STATEMENT – Summary

### Statement of operations – as at December 31, 2025

	2024	2025
<b>REVENUE</b>		
Membership fees	62,180	62,220
Sales and Services	3,455	3,694
FTSC support from Insurer	10,000	10,000
Youth Bursary & Air Cadet	10,958	8,462
Wolf Mix	7,900	0
World Contest Fund	2,100	0
Pioneer Fund Donations	600	0
Total	<b><u>\$97,193</u></b>	<b><u>\$84,376</u></b>
<b>EXPENSES</b>		
World Contest Fund	10,000	0
World Team Support	7,500	0
Management fees	26,400	26,400
Professional fees	5,800	5,800
Bursaries	20,958	18,462
Membership & subscriptions	5,418	5,052
Safety improvement program	25,164	28,632
Free Flight magazine	0	4,500
Postage	402	454
Cost of sales	1,481	1,695
Office expenses	3,057	2,129
Meeting & travel	12,321	1,439
Flight training and safety committee	8,885	19,797
Flight simulator funing	598	1,000
Directors and Officers insurance	1,718	1,984
Contest hosting grant	5,000	2,500
Sporting committee	2,024	1,168
Bank / credit card charges	396	336
Club marketing & publicity support	6,530	8,947
Website	10,579	17,751
Non-refundable HST/GST	<u>1,194</u>	<u>1,536</u>
Total	<b><u>\$155,425</u></b>	<b><u>\$149,582</u></b>
<b>Operating</b>		
<b>REVENUE over EXPENSE</b>	(58,252)	(65,206)
Gain on investment income	159,002	233,206
<b>Total REVENUE over EXPENSE</b>	<b><u>\$100,750</u></b>	<b><u>168,000</u></b>

### Balance sheet – as at December 31, 2025

<b>ASSETS</b>	2024	2025
<b>Current assets</b>		
Cash	17,737	7,498
Short term investments	42,373	26,392
Accounts receivable	100	10,100
HST receivable	13,682	3,325
Prepaid expenses	3,409	1,948
Inventory	<u>4,952</u>	<u>3,257</u>
	82,253	52,520
Long term investments	1,578,096	1,810,013
<b>Total Assets</b>	<b><u>\$1,660,349</u></b>	<b><u>1,862,533</u></b>
<b>LIABILITIES</b>		
Deferred contributions:		
World contest	283	329
Air Cadet & Youth Bursary	62,313	64,080
Wolf Mix	<u>169,372</u>	<u>197,176</u>
	231,968	261,585
Accts payable & accrued liabilities	<u>8,612</u>	<u>13,179</u>
<b>Total Liabilities</b>	<b><u>\$240,580</u></b>	<b><u>\$274,764</u></b>
Net assets in funds		
Pioneer fund	1,034,915	1,173,771
Unrestricted assets	<u>384,854</u>	<u>413,998</u>
total	<b><u>\$1,419,769</u></b>	<b><u>\$1,587,769</u></b>
<b>Total LIABILITIES &amp; NET ASSETS</b>	<b><u>\$1,660,349</u></b>	<b><u>\$1,862,533</u></b>

The **complete audited 2025 financial statement is available on the SAC web site under "Members" then "Annual reports"**

## 2026 SAC BUDGET

### REVENUES

1	Membership fees	\$60,000
2	FTSC insurance program	10,000
3	Sales of supplies	3,000
4	Pioneer Fund transfer	30,000
5	Air Cadet/Youth Fund transfer	10,000
7	Unrestricted funds draw	45,200

**\$158,200**

### EXPENSES

1	SAC Office Manager	\$26,400
2	Safety Improvement Grant	40,000
3	Office expenses	900
4	Cost of goods sold	1,500
5	Website	5,000
6	FAI/Aero Club of Canada	5,500
7	Directors & Officers insurance	2,000
8	Free Flight	5,000
9	Board meetings	10,000
11	Flight Training & Safety	10,000
12	Sporting committee	5,000
13	Youth Bursary program	20,000
14	Club marketing program	9,000
15	Contest hosting grants	9,000
16	WeGlide	2,500
17	Professional fees	6,000
18	Bank fees	400

**\$158,200**

### **FREE FLIGHT – Jeff Keay**

I did get one issue out in 2025; another one is anticipated prior to the 2026 AGM. I have had assistance from clubs across the country, so optimistic about continuing to build a network of contributors. But as a previous editor knows, it takes time. And nagging ...

### **HISTORIAN – Bruce Friesen**

The SAC Historian position continues to collect, protect and preserve Canadian soaring history. Contributions of photos, publications, other documents and also physical artifacts are much appreciated. Digital copies of materials are also welcome, should you wish to share the content while retaining the physical article.

The big news from the Historian front is the launch of the Canadian Soaring Archive at the end of 2025. The purpose of this initiative is to make highlights from the SAC collection of his-

torical materials – documents, photos, items of all kinds that record the history of soaring in Canada – accessible to all those who are interested in what came before. It will support pursuits of all kinds, from casual exploration, to quests for deeper background on particular people or clubs or gliders, through to serious research.

Pre-internet, soaring materials amassed by the then SAC Historian, Christine Firth, were lodged with the Canadian National Archives. There, precious historical items are held in complete safety and to the highest standards, ensuring their survival indefinitely. They are available for viewing and research through the National Archives reading room. The only downside is they must be accessed in person in Ottawa, with arrangements made in advance for the materials to be brought from storage to the reading room. I have gone down that path, and found it a fascinating and productive way to spend a day or an afternoon. Anyone wishing to do that can find clear directions on the National Archives website; if you want further guidance from me, please do not hesitate to get in touch. Unfortunately, the National Archives are essentially closed to further transfers, due to a huge backlog.

Thus, the implementation of the new **Canadian Soaring Archive** for the continued assembly of Canadian soaring history and ready internet access for all of us. The Canadian Soaring Archive uses modern museum collections management software to catalog further tranches of SAC holdings of interesting items, and to capture all relevant information about each item. The software organizes items by subject type, and also provides links to other related themes and aspects. An interested reader can pursue an inquiry – or indeed serious research – guided through the realms of Pilot, Club, Glider, and so forth. The reader’s attention will also be drawn to longer-form sources of information on relevant topics, particularly the *Free Flight* back issues available through the SAC website.

The contents of the Archive will be published on the internet, initially on a website called the *Catalogit Hub*. The collections software package we have adopted is called Catalogit, and the software subscription includes posting all or portions of the contents of the Archive on that website, the Catalogit Hub. The URL for that site is <https://hub.catalogit.app/canadian-soaring-archive>. Thus, a large quantity of information will be accessible to everyone, from anywhere in the world. The hope is many of you will check it out, perhaps dabble a bit, perhaps even get drawn in to the world of our past as a soaring community.

The Archive will include materials from two sources. It will present digital versions of materials held physically by the SAC Historian (that means in boxes in his basement, hopefully carefully organized and safely stored). It will also include digital copies of materials held by others; items can be scanned and the data forwarded to the SAC Historian for inclusion. The preference is to maximize the collection of physical items into one collection carried forward as a SAC holding. Alternatively, there is also the opportunity for any member of the Canadian soaring community to share treasures online while retaining ownership. I encourage anyone to participate in this adventure,

in whichever form works best for you – send materials or send scans with, in either case, as much background information as is practical and known.

Contributions of all kinds all welcome, including but not limited to photos, correspondence, club administrative records, flight declarations, biographies such as obituaries. The list goes on. Artifacts, such as vintage instruments and pilot tools, are also definitely of value and are being collected. Please consider taking this route whenever you are contemplating the appropriate future for things stashed away in file cabinets and workshops. I have set up an email address specific to this project [canadiansoaringarchives@gmail.com](mailto:canadiansoaringarchives@gmail.com), and look forward to correspondence. Most welcome will be any comments on the Archive, corrections, additional information for items published, reminiscences and more. Please be in touch.

## **RECORDS – Roger Hildesheim**

After a very quiet summer of Canadian soaring record claims, Chester Fitchett (with Jeff Nazarchuk) had an amazing flight in November that smashed a variety of Multiplace and Open records. Congratulations to Chester and Jeff on their stunning achievement!

Pilot: *Chester Fitchett / Jeff Nazarchuk*

Date/Place: 13 Nov, 2025, Black Diamond Airfield, Alberta  
Record Type: Free 3 TP Distance, Territorial, Multi & Open  
Distance: 1411.4 km (lesser citizen record now cancelled)  
Previous records: Trevor Florence/C Hildebrandt (2013) 847.1 km (Multiplace - territorial)  
Thomas Stieber/Joerg Stieber (2015) 1050.8 km (Multi – citizen)  
Chester Fitchett (2024) 1384.8 km (Open – territorial)

Pilot: *Chester Fitchett / Jeff Nazarchuk*

Date/Place: 13 Nov, 2025, Black Diamond Airfield, Alberta  
Record Type: Free O&R Distance, Territorial, Multiplace  
Distance: 794.4 km (lesser citizen record now cancelled)  
Previous records: T Florence/C Hildebrandt (2013) 572.9 km (Multiplace – territorial)  
Joerg Stieber/M Stieber (2017) 763.9 km (Multiplace – citizen)

Pilot: *Chester Fitchett / Jeff Nazarchuk*

Date/Place: 13 Nov, 2025, Black Diamond Airfield, Alberta  
Record Type: 100 km Speed to Goal, Territorial, Multi & Open  
Speed: 271.5 km/h (lesser citizen records now cancelled)  
Previous record: T Florence/N Marsh (2000) 105.1 km/h (Multi territorial)  
M Stieber/T Stieber (2015) 182.2 km/h (Multiplace – citizen)  
Tim Wood (2012) 180.3 km/h (Open – territorial)  
Rolf Siebert (2004) 183.7 (Open – citizen)

## **SPORTING – Joerg Stieber**

**International Gliding Commission** *Joerg Stieber*

The ICG Plenary Meeting was held on 7-8 March in Petrovče, Slovenia. Unfortunately, neither myself nor our alternate IGC delegate Jarek Twardowski were able to attend. A record of

the decisions made at the meeting can be accessed through the FAI website with this link:

Minutes: [https://www.fai.org/sites/default/files/documents/igc\\_2025\\_plenary\\_meeting\\_-\\_minutes\\_final\\_draft.pdf](https://www.fai.org/sites/default/files/documents/igc_2025_plenary_meeting_-_minutes_final_draft.pdf)

Summary of decisions: [https://www.fai.org/sites/default/files/2025\\_igc\\_plenary\\_-\\_decisions\\_final.pdf](https://www.fai.org/sites/default/files/2025_igc_plenary_-_decisions_final.pdf)

**IGC Plenary Meeting 2026** *Joerg Stieber*

I will be attending the upcoming meeting on 6-7 March in Lausanne, Switzerland. Link to the agenda: <https://www.fai.org/document-compression/205593>

**Ontario Provincials – Toronto Soaring, 27 June – 1 July**

*Joerg Stieber*

The Provincials were organized as a one-class, 15m handicapped contest. Unfortunately, the weather did not cooperate, only two competition days were achieved of five possible.

**15m Handicapped Class** (15 competitors, 2 days)

1	Dave Springford	F1	Ventus 3T 15m	592 pts	
2	David Gossen	PM	ASW 20	584 pts	98.6%
3	Jesse Miller	XC	ASW 20 WL	569 pts	96.1%

Results are posted at: [https://www.soaringspot.com/en\\_gb/ontario-provincials-2025-conn-field-2025/results/club/task-2-on-2025-07-01/total](https://www.soaringspot.com/en_gb/ontario-provincials-2025-conn-field-2025/results/club/task-2-on-2025-07-01/total)

**Canadian pilots in US Competitions** *Chris Gough*

**US 15m Nationals, Tucson, AZ, 27 May – 5 June**

Christopher Gough competed in the 15m class and was holding 8th place going into the last day. Unfortunately, he had a tire blow out on takeoff and could not compete on the final task.

**15m Class** (23 competitors, 8 days)

17th	Chris Gough	99	Ventus b	5178 pts	76.8%
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**Region 5 North – Perry, SC, 21-26 April**

Three Canadian pilots competed in this contest. The competition was held in four classes, Sports, FAI Handicapped, Open and 18m. After great conditions during the practice days, the weather deteriorated and conditions were challenging throughout the contest. Only three out of six possible scoring days were achieved in all classes.

**18m Class** (16 competitors, 3 days)

6th	Joerg Stieber	ASG 29 Es	JS	2481 pts	90.2%
9th	Sergei Morozov	ASG 29	MS	2262 pts	82.2%

**Open Class** (12 competitors, 3 days)

5th	Dave Springford	Arcus T	9A	2728 pts	92.5%
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**Region 8 Championships – Ephrata, WA, 23-28 June**

Seven Canadians flew in three classes. As is usual for Ephrata, the weather was consistent, allowing 5 flying days out of 6.

**Sports Class** (10 competitors, 5 days)

3rd	Dragan Zubovic	D2	ASW-19	4602 pts	92.3%
5th	Sasha Pejic	XS	Std Jantar	4493 pts	90.1%

**FAI Class** (5 competitors, 5 days)

2nd	Mike Thompson	31	ASH-31	4174 pts	90.8%
4th	Dennis Vreeken	2A	DG-808B	2443 pts	53.2%

### 15m Class (6 competitors, 5 days)

1st	Chris Gough	99	Ventus b	4840 pts	
3rd	Patrick McMahon	EH	LS-6	4681 pts	96.7%
6th	Ben Hornett	MR	ASW-20	3823 pts	79.0%

### 2025 USA Sailplane Grand Prix, Series 12 *Joerg Stieber*

Seminole Lake, FL, 22-28 March

One Canadian pilot, Sergei Morozov competed, finishing in 12th place of 14.

### Mixed Class Regionals (Region 9) & OLC Camp

Nephi, Utah, 30 June – 5 July

Three Canadians, Kerry Kirby, Luke Szczepaniak, and Joerg Stieber competed in the OLC event. While we all did well, Luke won by a large margin, flying long distances every day including an outstanding flight of more than 1000 km.

### OLC Canada 2025

*Joerg Stieber*

The season covered the time period from 24 September, 2024 to 22 September, 2025. 305 pilots submitted flights. 282 pilots achieved a combined score of more than 50 points. (The club score also includes flights scored by club members outside Canada.)

Flights scored in Canada in last 4 years	2022	2023	2024	2025
Number of participants	282	278	285	282
Total flights in Canada	2702	2664	2554	2957
Total km in Canada	473,371	403,607	391,448	450,216
Highest km by a single pilot in Canada	17,537	12,752	12,834	16,202
(André Pepin, MSC – 42 flights)				
Highest km by a club	88,170	75,052	78,877	91,836
(SOSA, 623 flights, 65 pilots)				

### Winners and achievements:

*Best flight of the year* Chester Fitchett, Arcus M, Cu Nim  
8 March, 1643 km, 1490 OLC points.

#### OLC-Plus Canada Champions (6 best flights):

1	Nick Bonnière, MSC	5011 pts
2	André Pepin, MSC	4823 pts
3	Christian, MSC	4673 pts

#### Speed-OLC Canada Champions (6 best flights):

1	Chester Fitchett, Cu Nim	735 pts
2	Jerzy Szemplinski, SOSA	655 pts
3	Bruce Friesen, ESC	653 pts

Congratulations Chester, Jerzy, Bruce on outstanding flights!

#### OLC Canada Junior Champions (6 best flights):

1	Daniel Nazarko, Cu Nim	1404 pts
2	Ronak Patel, SOSA	1249 pts
3	Josh Peace, Cu Nim	1167 pts

### Transition from OLC to WeGlide

*Ryan Wood*

For over twenty years, the Online Contest (OLC) served as the foundation for tracking XC soaring in Canada. In September 2025, the OLC announced its intended closure on very short notice. To protect the continuity of our national awards, we made the strategic decision to partner with *WeGlide*.

While the OLC later reversed its decision, we have chosen to proceed with the *WeGlide* transition. Given the recent unpredictability of the OLC, we believe that moving to a more modern, transparent, and data-accessible platform is the most responsible path forward for long-term sustainability.

### A transition & evaluation year (2025-26)

We are treating the 2025–26 season as a trial year. This allows our pilots to become familiar with the new interface and scoring logic while giving the Sporting Committee the opportunity to gather data and pilot feedback. This experience will directly inform any necessary adjustments to the rules for the 2026–27 season.

### Updated scoring for SAC national trophies

The scoring for our primary national trophies – the Canadair, BAIC, and 200 Trophies – is now officially conducted via the *WeGlide* platform. To ensure a fair and inclusive transition, we have implemented a dual-scoring pathway:

- **SAC Decentralized Soaring Contest (SAC-DSC):** This new framework follows the emerging international standard used by many other soaring nations. It incentivises declared tasks and specific flight shapes (like triangles and quadrilaterals) with percentage bonuses. Full rules here: [https://docs.weglide.org/contests/national/sac\\_dsc.html](https://docs.weglide.org/contests/national/sac_dsc.html)
- **WeGlide Free:** For those who prefer the traditional “free-distance” style, this system continues to optimize up to six legs of a flight to maximize distance, similar to the old OLC format.

### Key rule updates:

- **Best of Both Worlds:** For this season, trophies will be awarded based on the highest score from either the SAC-DSC or the *WeGlide Free* contest. If different pilots top the respective leaderboards for a single trophy, the award will be shared for this transition year.
- **Best Five Flights:** Rankings are now calculated based on a pilot’s best five flights of the season (a change from the previous six-flight requirement).
- **Simplified Categories:** We have suspended the distinction between pure gliders and motor gliders for the 2025–26 trophy scoring to simplify the transition.

### Action for pilots

Participating is straightforward:

- **Upload to WeGlide:** All flights must be submitted via *WeGlide* within two days of landing.
- **No Subscription Required:** The free version of *WeGlide* is fully sufficient for participation in all SAC national contests and trophies.
- **Profile Setup:** Ensure your club is correctly selected in your *WeGlide* profile so your flights are credited to your home club and the Canadian national rankings.
- **Try the WeGlide Task Planner:** You can preview scoring and bonuses for different kinds of tasks for SAC-DSC, and it makes it easy to declare tasks. <https://www.weglide.org/task>

We believe this move offers a more engaging and modern online competition experience. We appreciate your patience and engagement as we modernize our national contest framework. If you have any questions about the new format or how to use *WeGlide*, please post on the SAC Forum.

**Canadian National Championships** *Joerg Stieber*  
 No club came forward to host the 2025 Canadian Championships. The Canadian Championships 2026 will be hosted by SOSA from 29 July to 7 August with official practice days 27-28 July. The contest website can be accessed through the SAC website or directly at: <https://silentflight.ca/nats/>  
 Registration is currently open.

**4th Pan American Championships 2027** *Joerg Stieber*  
 SOSA has been awarded the bid to host the 4th Pan American Championships. The competition dates are: 30 July to 10 Aug, 2027 with official practice days 27-28 July.

**New Sporting Committee member**  
 Good news: Ryan Wood has joined the Sporting Committee. His expertise with *WeGlide* was instrumental in giving the SAC BoD guidance in transitioning from the OLC to *WeGlide*. Thanks Ryan and welcome on board!

In closing, I want to thank my colleagues for their ongoing commitment to maintaining competition rules and the Canadian Team selection process. The sporting committee members are: *Joerg Stieber, Chris Gough, Emmanuel Cadieux, and Ryan Wood.*

**NATIONAL OFFICE – Tom Coulson**

I thought this was a bit of a slow year until I started looking at what has been happening. One of the largest events this year was the *Safety II* seminar in February. It was great to learn new things and to meet people from across the country. SAC supported the event with the venue and helped with travel expenses.

Memberships came in a bit slow this year. I actually emailed some clubs to see if they were flying this season. I thought we were going to be significantly under last year but about 8% of membership came in during the fall leaving us six fewer than last year. Total membership was 919 with about 15% youth and juniors.

The SAC grant programs are there to help clubs. It seems most clubs remember these programs once the snow starts falling. It is a good idea to make plans early and include your Zone Director in those plans. Your director can answer questions about eligibility of projects and funding available to your club. Claims can be sent to the SAC Office as projects complete.

Youth Bursary applications are always a great read. You get to see their goals and aspirations in both soaring and careers. Activity was a little less than last year's high but still above average. See results below. As always, the SAC office is here to help and can be contacted by phone or email.

**SAC Youth Bursary Program**

\$18,462 was issued by the program in 2025.

- AVV Champlain** Elliot Cote
- Bonnechere Soaring** Hunter Smith
- Canadian Rockies Soaring Club** Dominic Albat  
 Sophie-May Tremblay Zachary Baggott
- Cu Nim Gliding Club** Anne LeBlanc Carson  
 Hunter Daniel Nazarko Joshua Peace  
 Lexie Feuchter
- Edmonton Soaring Club** JP Fowler Sophie Cole
- Gatineau Gliding Club** Anastasia Koulikovskaia  
 Gabriel Laliberte Miguel Ouellette  
 Nathan Bradford
- Great Lakes Soaring Club** Charles Harwood  
 Samantha Colby
- Lethbridge Soaring Club** Austin Slingerland
- London Soaring Society** Cameron Reichelt  
 Ethan Specht Safal Eswaran
- Prince Albert Gliding & Soaring Club**  
 Amelia Wood Emily Sawchuk Jannie Kemp  
 Preston Savage Wilson Yarie
- Rideau Valley Soaring** Maia Paget Addison Murphy  
 Daniel Lax Emily Schraeder Owen Kane
- SOSA Gliding Club** William Hunter-Assing  
 Evan Tucakovic Filip Figiel Finn Graham  
 Patrick Seeley
- Toronto Soaring Club** Lucas Bramesfeld  
 Aidan O'Brien Emily Peelar Nataly Danylyuk  
 Wendy Pshenychny
- Winnipeg Gliding Club** Ethan Salemi

**SAFETY DATA – David Donaldson**

We had a good year, a very good year. While raw numbers are predicably unchanged, there is a noticeable shift in the approach and attitude towards safety.

**Highlights** The season was off to a good start with 23 safety officers and instructors from 13 different clubs across the country gathering for the first of many *Safety II* training sessions. Two days were spent in collaborative work as we all learned from each other. The results of this work will continue to evolve and will be seen in the years to come. A first step in a longer journey. We will be hosting more events like this in the coming years.

Speaking of *Safety II*, while many clubs have implemented many elements of *Safety II*, and are working hard to increase their adoption, there is one that I would like to highlight. Alberni Valley has shifted from incident reporting to occurrence reporting, this resulted in a jump of reports from half a dozen or so to 85 this year alone. This increase is evidence of a fundamental shift in how the club views and approaches safety, shifting from an enforcement of rules (*Safety I*) model to a collaborative discussion model, involving all pilots. This shift to an enhanced awareness of what is going on enables the entire club to take action to enhance operations, making them more efficient and safer.

We are also seeing great steps forward from other clubs as well, notably Vancouver Soaring and Canadian Rockies among others who reported steps forward implementing *Safety II*. In addition to their standard incident reporting, they have expanded to include safety-relevant observations leading to areas of improvement (safety projects). Other clubs, while not as formally implementing *Safety II*, are showing results that speak for themselves. Many clubs, including Winnipeg Soaring, reported increased occurrences of wing runners and bystanders intervening before an event occurred. Looking at this year's list of 145 incidents, there are 49 that we are labeling as positive occurrences.

Two clubs, York Soaring and Southern Ontario Soaring Association (SOSA), came together to conduct a peer audit. This is a wonderful example of mutual support in the community that leads to learning from each other that will only make us safer overall. While this was formally representatives from SOSA auditing York's operations, the visiting auditor was pleasantly surprised to find elements that they were able to take back to their club. This experience was so successful that we are making this a formally supported SAC initiative.

We are also seeing the benefits of our ongoing collaborations with Transport Canada and Nav Canada. This past year there were publications in the Aviation Safety Letter alerting operators to the potential of gliders and glider traffic. We are also continuing our active involvement in the General Aviation Safety Program.

**The biggest challenge**

A big focus for a national safety program is to break down silos across clubs and we are seeing real progress in that area. We all make mistakes, even professional pilots. Research tells us that we make, on average, three mistakes per flight. The more we can normalize talking about our mistakes, the more we can share our experience, the more we can learn from each other, the safer we will all be. As the tagline for the Aviation Safety Letter states, *"Learn from the mistakes of others, you'll not live long enough to make them all yourself."*

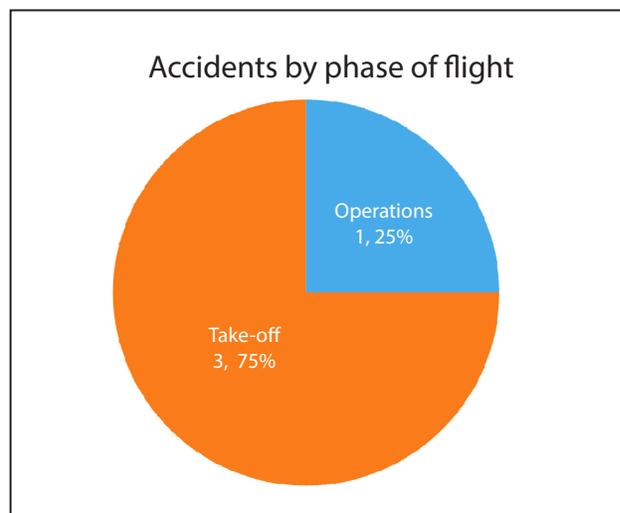
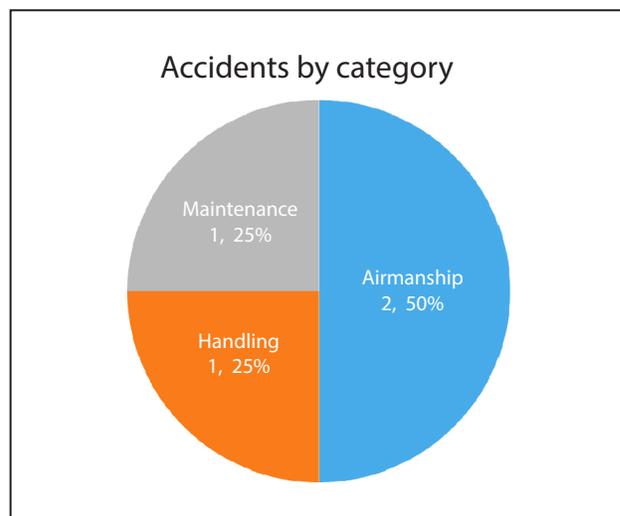
**Going forward**

Looking at last year's report, we highlighted an incident that involved a glider hooked up for launch that had a control disconnect just prior to launch, a close call. This year we had the same event, but it was caught during the positive control

check as part of the critical assembly check. This was done before the aircraft was moved on to the line. In simple terms, the checks are doing their job in catching the issue before it becomes an accident. We are seeing more and more reports of this type. The more we talk about and celebrate them, the more we will see that behaviour. Fly Safely!

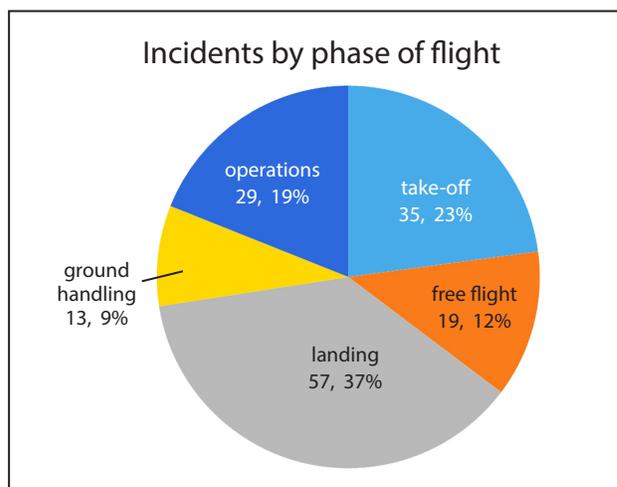
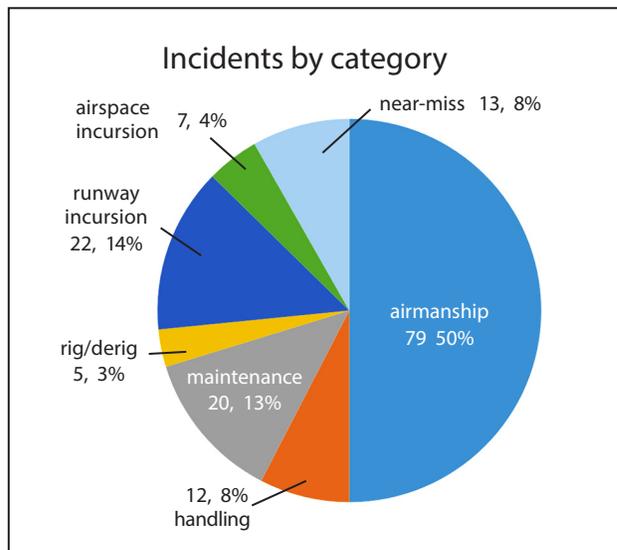
**Accidents**

1. Self-launching glider caught fire shortly after take-off. The engine quit when the pilot turned off the secondary fuel pump at 500 feet agl as per SOPs. Turning the pump back on restored engine power briefly. At this point, the pilot smelt smoke, returned to the field for a safe landing. The glider was consumed by fire.
2. Towplane experienced ground prop strike during aborted launch.
3. During unstacking of hangar, member hit head on elevator trailing edge of another glider. Cut required medical attention. The member indicated that their wearing of sunglasses in the relatively dark hangar was a factor in not seeing the other glider.



### Incidents

1. Rope break on takeoff at about 50 ft during instructor recurrency training. The flying pilot verbally announced rope break and senior instructor in the back seat took control. Landed straight ahead without further incident.
2. During routine flight operations, a non-member vehicle drove down the runway while a glider was entering the circuit. Members on the ground immediately proceeded to warn the driver of the vehicle that this was an active airfield. Glider pilot saw the vehicle upon entering the circuit and was prepared to land long or short to avoid the vehicle. Vehicle departed the runway and glider landed without further incident.
3. A tire was left on glider wing as wings were leveled and take up slack was conducted. A person near the line noticed and stopped the launch, removed the tire.
4. Anticipating many gliders returning at the end of a good day, a radio call was made to anticipate runway congestion combined with low sun in final approach. Pilots adjusted their approach to compensate and maintain separation.
5. Oxygen line became disconnected during wave flight at 25,000. Pilot received "not breathing" audible alarm from oxygen system and immediately felt hypoxia symptoms. After checking oxygen system and not finding the problem, decided to use the bail-out bottle while expediting descent to breathable altitude. After reaching breathable altitude, found disconnected tube.
6. Glider entered circuit 1000 ft above circuit height, the final was overflowed and the glider joined second downwind at an appropriate altitude and successfully landed. Pilot cited unfamiliarity with the field as a cause. Hypoxia was suspected as contributing factor.
7. Glider entered second circuit after flying first circuit too high (see above), on final came within 50 ft of glider already established in the circuit. Pilot reported not hearing the radio calls of the second glider. Pilot cited unfamiliarity with the field as a cause. Hypoxia was suspected as contributing factor.
8. Glider canopy opened at 4000 asl, canopy was closed and glider landed without further incident.
9. Guest passenger crossed active runway unescorted after landing.
10. Guest driving tow cart with glider in tow, about to cross active runway, was stopped by senior member and appropriate crew was established.
11. Numerous vehicles parked haphazardly, encroaching on runway operations.
12. Glider flown with ballast left in glider from previous flight.
13. Two seat glider was prepared for solo flight without the rear cockpit being secured. Wing-runner caught oversight and pilot secured the rear cockpit.
14. Incorrect battery installed in glider.
15. Metal pin, approximately 10 cm long, found inside of wing during end of season derigging. Pin used during rigging.
16. Guest crossed active runway unescorted.
17. Ballast left in glider from previous flight contrary to SOPs.
18. Canopy not closed or spoilers not locked occurrences caught before launch.



19. Member crossed active runway after ground team reported "clear" with towplane on short final. Pilot of towplane executed a go around.
20. Canopy not closed or spoilers not locked; occurrences caught before launch.
21. Inspection of the two Pawnee towplanes revealed that one spar was not in compliance with the AD and required replacement.
22. Towplane developed a fuel leak on first flight after engine change. Leak detected and caught during a launch setup.
23. A trend to make short landings was developing and gliders were passing low and slow over the road and touching down well short of the standard aiming point.
24. A glider was brought to the flight line prior to having the DI completed.
25. Several minor hangar rash incidents were reported as well as several more close calls.
26. Release handle broke off during Daily Inspection.
27. Glider turns final at very low altitude. Poorly executed circuit, fatigue and over confidence contributing factors.
28. Shoulder harness was discovered to be improperly installed after completion of flight.

29. Retrieve vehicle driven on active runway with aircraft on final. Loss of situational awareness as pilot and guest searched for misplaced item.
30. Intro passenger unlocked the canopy shortly after take-off when asked by the pilot to close the vent. Pilot re-secured the canopy.
31. Pilot flew two circles attempting to thermal after entering the circuit. Desire to extend the flight for power rated intro passenger was a contributing factor.
32. Glider orbited to allow conflicting glider traffic in the circuit to land ahead prior to landing. Low radio volume on lead glider contributing factor.
33. Glider entered Class C Airspace.
34. Member struck head on wing while pushing towplane.
35. Pilot decided to thermal after encountering lift while turning for final for an outlanding on an XC flight at about 410 feet.
36. During take-off, pilot found they were unable to move the controls and aborted the take off. The passenger was tightly gripping the control column. The passenger suffered from Parkinson's Disease and was verbally unresponsive to questions.
37. Glider exited runway after wing tip encountered high crop on the edge of the runway.
38. Glider exited runway after wing tip encountered high crop on the edge of the runway, same club, different pilot.
39. New glider was being test flown using auto tow to conduct test hops down the runway when the wingtip encountered tall crop on landing resulting a ground loop damaging the tail wheel. No pilot manual or club experience for this amateur-built glider contributing factors.
40. During launch glider wing dropped after wing runner let go. Tow pilot noted tail beginning to shift while on the ground and noted wing drop in mirror. Tow pilot released rope and continued takeoff to allow glider to land straight ahead.
41. During cross-country flight, pilot noted a C172 on a collision course. Pilot tried to radio aircraft and had to take evasive action to avoid collision.
42. Glider drifted out of position. Tow pilot radioed glider and prepared to release rope. Instructor took over and recovered position.
43. Tail ballast panel not installed properly on newly acquired club glider, noted during preflight checks.
44. Glider pilot had difficulty maintaining position on tow 250-300 feet. Instructor took control, released and glider landed downwind successfully.
45. Thermalling at 5000 ft, FLARM activated and pilot saw power traffic (light twin) on collision course. Pilot performed evasive maneuver to avoid.
46. Glider took off with dive brakes open. Glider notified by radio and pilot closed them.
47. Glider landed closely behind/beside glider on tow taking off.
48. During advanced stall training, student applied excessive nose down input during recovery. Instructor took control and recovered.
49. Power aircraft flew through high key area at about 1300 feet agl.
50. Student flying single seat entered an incipient spin while thermalling. Recovering after ½ rotation.
51. Near miss between two club single seat gliders during local flying. One glider performed evasive maneuver to avoid collision. Second glider did not appear to see traffic.
52. Glider pilot performed evasive maneuvers to avoid powered aircraft transiting airport. Pilot then received additional FLARM alert and performed additional maneuvers.
53. Medivac helicopter transited area at circuit altitude while glider was entering circuit. Ground station called helicopter, helicopter reported no conflict.
54. Glider took evasive action to avoid power traffic.
55. Glider landed on alternate runway due to congestion on active. Lack of properly clearing runway by retrieval crew contributing factor.
56. Glider took off with spoilers unlocked. Pilot was rushed due to glider in landing circuit was contributing factor.
57. Pilot on first cross-country entered circuit for outlanding at about 500 agl requiring an abbreviated circuit. The glider landed successfully.
58. Solo student released at 1000 ft thinking they were at 2000. Being too far for a normal circuit, they elected to return to the field for a straight in landing. Distraction by looking for suitable outlanding fields while on tow and misreading the altimeter were contributing factors.
59. Landing glider diverted to alternate runway due to glider on the ground being towed up the centreline of the runway. Of note, this was the second such incident on the same day.
60. Glider landed hard resulting in bounced landing. Towplane landing ahead of glider and lack of experience on type were contributing factors.
61. Gear was inadvertently retracted while performing a positive control check.
62. Ground vehicle towing a glider crossed runway in front of glider on final. Glider on final landed on alternate runway to avoid collision.
63. Glider landed out on local flight after failing connect with lift.
64. Glider landed out on the return leg of 50 km badge flight. Dehydration, nausea, and deteriorating conditions were contributing to factors.
65. Glider landed out during local contest.
66. Glider landed out during 5-hour duration attempt. Over-confidence, leading to a series of bad decisions was a contributing factor.
67. Instructor conducted low altitude rope break exercise as a surprise to the pilot, pulling the release at 250 ft. The pilot executed a 180 turn and landed safely back at the airport.
68. Glider and towplane performing tow operation inadvertently entered cloud, the glider released and exited the cloud immediately.
69. Tow rope broke at 700 ft, glider landed after an abbreviated circuit. A fatigued weak link was a contributing factor.
70. Glider got out of position on instructional flight. At 600 ft, instructor elected to take control, release and land downwind.

71. Person crossed runway with glider on short final. Glider extended and landed overtop of person walking.
72. Near miss with flock of geese taking off by glider landing.
73. Glider flying at about circuit height caused power traffic in the circuit to have to divert to avoid collision.
74. Glider was hooked up for launch with tail dolly still attached, wing runner caught and corrected oversight. Pilot staying in the cockpit from previous flight was a contributing factor.
75. Instructor released early when excessive slack developed on tow with student flying. Close proximity to mountainous terrain was a contributing factor.
76. Experiencing strong sink at 1700 ft agl, pilot decides to head for the circuit and enters downwind at 500 ft and planned for an abbreviated circuit.
77. Golf cart was maneuvered slowly between two aircraft, striking the nose of one aircraft and the tail of the other with no damage to either aircraft.
78. Glider nearly hit hangar door while being ground handled. Insufficient spotters was a contributing factor.
79. Glider wing hit hangar door while being ground handled with only minor cosmetic damage.
80. Person walked in front of glider on short final.
81. Glider's battery died mid-flight, rear seat pilot called using cell phone to advise landing NORDO.
82. While on cross-country flight, tow pilot observed left tank was nearly empty while right tank was full despite fuel selector being set to both.
83. Glider landing nearly hits parked towplane. Operating from unfamiliar strip was a contributing factor.
84. Glider and towplane passed very close to pedestrians on side of runway during take-off. Operating from unfamiliar strip was a contributing factor.
85. Flap handle broke in flight. Towplane was landed without further incident.
86. Spoilers were left open at altitude after using them to bleed-off excess height as glider approached the circuit, resulting in the need for a straight in approach. Unfamiliarity on type as a contributing factor, the pilot thought they had closed the spoilers.
87. Glider aileron impacted hangar door during ground handling. A "stubborn" dolly and rushing were contributing factors.
88. Student executed a skidding turn to base while letting the airspeed decay from 55 to 45. When verbally prompted by the instructor, the student applied more rudder making the situation worse. The instructor took control and landed without further incident.
89. Three separate incidents of gliders in close proximity to commercial traffic occurred within two hour period.
90. Near miss between glider and power plane.
91. Parachute was observed to be partially deployed, one of the two pins was pulled.
92. Parachute was observed to be partially deployed, one of the two pins was pulled, second occurrence.
93. Knot in tow rope was not observed by both the pilot and wing runner. Knot was pointed out by the back seat instructor.
94. Weak link broke after student pilot got out of position on tow.
95. Bearings holding control column failed resulting in unusual vibration and sound during flight.
96. Member cut finger using hangar dolly. First aid kit could not be located.
97. Pilot started to walk across the runway while glider was on short final, realising their error, they cleared the runway.
98. Glider was observed in the circuit with the wheel retracted. The gear was lowered seconds before touchdown after radio call from ground station. Pilot deviating from standard procedure was a contributing factor.
99. Incorrect weak link was caught by wing runner and corrected before launch.
100. FLARM alert of oncoming traffic in a vicinity of heavy traffic.
101. ASI failure (no airspeed) due to the quick connect on pitot & static lines being misaligned after maintenance. Pilot was able to fly via attitude and safely returned to field.
102. Towplane took off with no flaps. Pilot noticed the sluggish ground roll, checked the power settings, carb heat and flaps and then set the flaps correctly as towplane was lifting off.
103. Positive control check found problem with ASW20 ailerons. Problem was dealt with before the flight.
104. Low landing on runway under wire level & low over the road. Pilot was briefed by senior instructor after flight. There is a ditch between the road and the threshold of the runway.
105. Rope used to pull glider out of hangar broke. Person pulling fell down with no injuries.
106. Rope used to pull glider out of hangar broke. (Second occurrence.) Person pulling fell down and sustained an injury to their neck which still bothers them.
107. Aircraft passed over field at 1700 feet agl with no call. A glider was nearby at 1300 feet, less than 1 nm away.
108. Wing runner noticed rear canopy was not locked, notified the pilot and corrected the oversight.
109. Ground vehicle crossed runway at the threshold with glider on short final. Glider pilot lessened use of spoilers to avoid conflict and landed further down the runway.
110. Airspace CAP altitude exceeded by 300 feet by glider on tow.
111. Circuit incursion (1000 ft agl) by flight school traffic performing lower air work. Neighbouring flight school. There were many occurrence of this nature.
112. Several tail dollies were left on the runway in the landing path for aircraft.
113. Towplane observed lower than normal on approach, resulting in a near miss between the tow rope and powerlines on the approach.
114. Raising gear after release was unusually difficult, requiring both hands.
115. Visiting GA aircraft took off without prior arrangement or coordination with ground crew.
116. A C172 from a neighbouring flight school, radio call, conducted a forced approach exercise directly over active runway on a very busy day. Upon radio contact with the aircraft, they responded, "We are not intending to land" and departed the area.

117. Congestion on the runway due to many gliders returning in short timespan resulted in other gliders needing to land long or land on alternate runway. Delays in clearing landed gliders from runway a contributing factor.
118. Difficulties coordinating activities of visiting club with host club procedures resulting in runway obstructions by furniture and retrieve vehicles.
119. Unsafe passenger (standing) on golf cart.
120. Towrope encountered power line on approach to landing, severing power lines.
121. Towrope broke shortly after beginning takeoff roll.
122. Many short landings were observed. Aircraft still clearing the runway was a contributing factor.
123. Glider and towplane, on final for cross runways, were in conflict. The towplane overshoot and changed runways to deconflict, landing long to avoid a second glider on alternate runway.
124. Ground observer reported at least four low circuits on the same day, two described as "very low".
125. Ground vehicle collided with hangar shade awning resulting in the destruction of the awning.
126. Glider landed hard resulting in three bounces.
127. Ground handling collision resulting in minor damage. Fatigue, rushing and subconsciously relying on others were contributing factors.
128. Glider departed runway after landing, stopping in the adjacent bean field.
129. Challenger jet overflew field at 2500 feet agl. Note this is class E airspace. This report illustrates the ongoing issues we are experiencing with airspace congestion.
130. C172 from nearby flight school overflew active runway at 500 feet.
131. Visitors drove club golf cart from the clubhouse to the flight line with no members present.
132. Visitors walking on active runway.
133. Glider took off with tail dolly attached.
134. Glider on final approach flew dangerously (low) close to striking the powerlines. Witnesses report they thought it would fly below the power lines.
135. Glider on final approach flew dangerously (low) close to striking the powerlines. This was the second incident, same as above.
136. Glider left attached to golf cart contrary to SOPs.
137. Glider left attached to golf cart contrary to SOPs. Second occurrence.
138. Weights not removed from glider contrary to SOPs.
139. Glider ground looped during landing, separating the tail skid. Late lowering of gear was a possible contributing factor.
140. Club glider on a local flight, landed out in the field beside the runway with no damage.
141. Glider on tow experienced a rope break at 200 ft. The pilot executed a 180° turn landing downwind without further incident.
142. Glider executed a "contest finish" low pass, while second glider was on final. Glider on final took evasive action to avoid a midair collision.
143. Glider flown with C of G beyond forward limits. Weights not removed from glider after previous day's operation, and weights not noted/removed during DI were contributing factors.
144. Glider turned to final at about 100 ft. Chasing thermals downwind, overconfidence, and having a journalist as a passenger were contributing factors.
145. Two gliders entered circuit at the same time and altitude. One glider landed long and cleared the landing lane allowing the second to land without conflict.
147. During spring check flight, glider got too far out of position while boxing the wake, tow pilot chose to release the glider.
148. Glider returned to airport straight in and very low.
149. Towplane flap lever slipped from position 5 to position 3 on short final.
150. Towplane side door/window opened at 50 ft on takeoff.
151. Glider ground looped on takeoff.
152. Young visiting child walked onto the active runway.
153. Glider landed to the right edge of the runway and contacted a post, resulting in minor damage to wing.
154. Glider tied down outside experienced significant weather including hail resulting in significant water in the wings.
155. Towplane landed dead-stick after fuel exhaustion. Not properly following preflight checklist was a contributing factor.
156. Glider violated airspace.
157. Glider with sustainer engine could not start engine while airborne and landed with engine deployed.
158. Pilot alerted to lower gear on final. Distraction from engine not starting a contributing factor.
159. Member crossed active runway after ground team reported "clear" with towplane on short final. Pilot of towplane executed a go around.

## **FLIGHT TRAINING – Jason Acker**

**SAC Safety Report** See the separate Safety Report prepared by David Donaldson, SAC National Safety Officer. Successful *Safety II* training session in 2025 and active collaborations with Transport Canada and Nav Canada were highlights in 2025.

### **National Safety Program (NSP) Status**

This is a performance measurement tool for the success of the NSP and is measured by percentage of club participation. The NSP status of Annual Safety Reports at time of writing (73 %), Club hazard/risk analysis (currently 73% of reporting clubs), Safety Audits (currently 72%), and Safety program manuals (75%). Examples are on the SAC website documents section in the Safety Officer training manual.

**Future Focus on instructor Training.** At the Dec 2024 CFI quarterly Zoom meeting a need was expressed by the club CFIs for more support with ab initio instructor training and upgrade clinics to support existing SAC instructors. An update to the list of club CFIs was used to engage with the instructor community to schedule a FIRC (for existing instructors) and a Class 3 instructor course in February 2025. We have had an excellent expression of interest on the plans for the Feb 2026 courses. Dave Donaldson and Jason Acker will be co-delivering the program over a series of four weekends using the *Howspace*

portal. Updates to materials / presentations will be undertaken. The goal is to increase engagement with the national instructor group and provide an educational forum for further standardization of instruction across the country. Discussions will be explored in 2026 with SAC Head Office to identify a way to better track active instructors to monitor the success of the 2026 and future instructor training sessions. There are 42 signed up for new instructor course (average daily attendance was 25), and 98 for the FIRC. Having just completed the FIRC, we saw 66 participants on the first session, 63 on the second session, 78% returning from the first session and 56 for the final session. Initial feedback was very positive with requests for this to become an annual event.

**Glider Simulator Coach Program** The FTSC has been approached by the leadership with the University Soaring Society to explore the development of a Gliding Simulator Coach program. The intent of this would be to train individuals (non-TC / SAC instructors) to be able to coach individuals through the initial SAC glider pilot training curriculum using a simulator. The recent development of excellent video resources by Dan Cook could support this program. Further discussion within the FTSC and with appropriate TC officials is required.

**OSTIV** The **Training Safety Panel** of OSTIV had a successful in-person (Ålleberg, Sweden) and online meeting on 5-6 October 2025. The panel discussed progress being made in each country to implement *Safety II* and evolve our national safety management systems. A discussion and analysis of failed launch fatalities in the US examined the role that training could play in reducing the accidents.

National SO: David Donaldson *David@dragonsong.ca*  
FTSC members: Jason Acker (Alberta)  
*Jason.acker@soaring.ab.ca*  
David Donaldson (Southern Ontario)  
Eileen Carter (Eastern Ontario)  
David Gagliardi (Pacific)

### **WEB SITE – Stan Martin**

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

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

### **TROPHIES & AWARDS – Bruce Friesen**

This report will be added after the SAC AGM as will the 2026 AGM Minutes prior to uploading to the SAC website.

# CANADIAN SOARING RECORDS (as of 17 December 2025)

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							
<b>DISTANCE (km)</b>												
3.1.5a Distance to Goal	Dave Marsden Mike Apps	707.0	1984	Tim Wood Adam Zieba	412.8 T 557.7 C	2010 2010	Antonia Williams	305.0 C	1975	Chester Zwarych (H. McColeman) Thomas Stieber (Joerg Stieber)	310.0 T 405.4 C	1984 2017
3.1.5b Free Distance	Dave Marsden Mike Apps	1093.0	1984	Mike Apps	480.6	2002	Ursula Wiese	607.0	1986	Chester Zwarych (Reg Adam)	495.0	1986
3.1.5c Out & Return Distance	Tim Wood	690.2 T	2010	Tony Burton	628.1	2010	Ursula Wiese	328.0 T	1984	Dave Marsden (Ed Dumas)	421.5 T	1979
	Brian Milner	1128.9 C	1999	Walter Weir	1032.1 C	1993	Tracie Wark	510.3 C	2002	Joerg Stieber (Michael Stieber)	763.9 C	2017
3.1.5d Free Out & Return Distance	Chester Fitchett Adam Zieba	838 T 1252.3 C	2019 2013	Tim Wood Brian Milner	628.1 T 1089.5 C	2010 2013	Melanie Paradis	253.4 T 750.2 C	2024 2003	Chester Fitchett (Jeff Nazarchuk)	794.4	2025
3.1.5e Three Turn Point Distance	Nick Bonnière Adam Zieba	818.1 T 1474.1 C	2010 2010	Tim Wood Adam Zieba	719.9 T 1387.1 C	2010 2010	Melanie Paradis	324.0	2024	Ray Troppmann (Michael Carson) Thomas Stieber (Joerg Stieber)	419.8 T 1050.8 C	2023 2015
3.1.5f Free Three Turn Point Distance	Chester Fitchett (Jeff Nazarchuk) Brian Milner	1411.4 T 2078.4 C	2025 2012	Tim Wood Brian Milner	882.1 T 1804.1 C	2008 2012	Sue Eaves	508.7 T	1995	Chester Fitchett (Jeff Nazarchuk)	1411.4	2025
3.1.5g Triangle Distance	Hal Werneburg Thomas Stieber (Joerg Stieber)	803.7 T 1017.3 C	1982 2015	Hal Werneburg Peter Masak	750.2	2015	Jane Midwinter	317.6 T	1988	John Firth (Dan Webber)	510.4 T	1986
3.1.5h Free Triangle Distance	Chris Gough Thomas Stieber (Joerg Stieber)	777.1 T 1022.9 C	2015 2015	Chris Gough	777.1	2015	Tracie Wark	502.9 C	2006	Thomas Stieber (Joerg Stieber)	1017.3 C	2015
							Melanie Paradis	338.8 T	2024	Thomas Stieber (Joerg Stieber)	1022.9 C	2015
							Tracie Wark	523.2 C	2007			
<b>ALTITUDE (m)</b>												
3.1.7a Gain of Height	Dave Mercer	8458	1995	Altitude records do not apply for 15m or Club class.			Deirdre Duffy	6575	1991	Melanie Paradis (Patrick Pelletier)	7275	2020
3.1.7b Absolute Altitude	Bruce Hea Walter Chmela	10,485 T 12,449 C	1981 1974				Deirdre Duffy	8986 T	1991	Melanie Paradis (Patrick Pelletier)	9831 T	2020
							Antonia Cservenka	9772 C	1969	Walter Chmela (A-M Van Maurik)	10,390 C	1975
<b>SPEED, O&amp;R (km/h)</b>												
SAC 300 km	Tim Wood Walter Weir	124.8 T 191.3 C	2010 1989	Hal Werneburg Walter Weir	115.2 191.3 C	1983 1989	Bruce Friesen Jerzy Szemplinski	113.6 T 125.4 C	2002 2007	Ernst Schneider Darren Smith Joerg Stieber (Michael Stieber)	112.7 T 144.1 C	2008 2017
3.1.6a 500 km	Kevin Bennett Walter Weir	126.3 T 150.9 C	1992 1996	Kevin Bennett Walter Weir	126.3 T 150.9 C	1992 1996	Tim Wood Jerzy Szemplinski	98.1 T 125.4 C	2008 2007	Joerg Stieber (Michael Stieber)	144.1 C	2017
SAC 750 km	Walter Weir	145.0 C	1994	Walter Weir	145.0 C	1994	not claimed			Joerg Stieber (Michael Stieber)	144.1 C	2017
3.1.6a 1000 km	Brian Milner	147.0 C	1999	Walter Weir	142.6 C	1993	not claimed			Joerg Stieber (Michael Stieber)	144.1 C	2017

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RECORD	OPEN		15 METRE		CLUB		FEMALE		MULTIPLACE						
<b>SPEED, TRIANGLE (km/h)</b>															
3.1.6b 100 km	Tim Wood	183.3	2012	Tim Wood	183.3	2012	Tim Wood	172.3	2012	Tracie Wark	105.0 C	2003	Dave Marsden (Malcolm Jones)	98.1 T	1975
													Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 200 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8	2015	Tracie Wark	99.9 C	2002	Dave Springford (Sacha Pejic)	91.6 T	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017				Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 300 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	99.1	2001	Dave Springford (Sacha Pejic)	91.6 T	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017				Michael Stieber (Thomas Stieber)	150.6 C	2015
SAC 400 km	Bruce Friesen	134.2 T	2015	Bruce Friesen	134.2 T	2015	Bruce Friesen	124.8 T	2015	Tracie Wark	95.0 C	2002	Dave Springford (Sacha Pejic)	91.6 T	2017
	Michael Stieber (Thomas Stieber)	150.6 C	2015	Joerg Stieber	139.2 C	2017	Rolf Stiebert	128.9 C	2004				Michael Stieber (Thomas Stieber)	150.6 C	2015
3.1.6b 500 km	Jerzy Szemplinski	113.9 T	2016	Walter Weir	105.7 T	1991	Chris Gough	98.4 T	2015	Tracie Wark	112.9 C	2006	Dave Springford (Sacha Pejic)	91.6 T	2017
	Peter Masak	151.2 C	1985	Joerg Stieber	139.2 C	2017	Joerg Stieber	127.4 C	2017				Thomas Stieber (Joerg Stieber)	144.0 C	2022
3.1.6b 750 km	Willi Krug	108.8 T	1982	Willi Krug	108.8	1982	Chris Gough	98.4 T	2015		not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
	Thomas Stieber (Joerg Stieber)	133.3 C	2015				Spencer Robinson	103.6 C	2003						
3.1.6b 1000 km	Thomas Stieber (Joerg Stieber)	133.3 C	2015	Peter Masak	106.5 C	1987		not claimed			not claimed		Thomas Stieber (Joerg Stieber)	133.3 C	2015
<b>SPEED, GOAL (km/h)</b>															
SAC 100 km	Chester Fitchett (Jeff Nazarchuk)	271.5	2025	Tim Wood	180.3	2012	Tim Wood	169.5	2012	Tracie Wark	106.4 C	2002	Chester Fitchett (Jeff Nazarchuk)	271.5	2025
	Joerg Stieber	138.1 T	2022	Tim Wood	128.2 T	2008	Nick Bonnière	115.4 T	2010				Dave Springford (Sacha Pejic)	97.1 T	2017
SAC 200 km	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010	Tracie Wark	129.1 C	2000	Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Tim Wood	128.2 T	2008	Tim Wood	128.2 T	2008	Tim Wood	112.8 T	2008		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 300 km	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Tim Wood	92.7 T	2010	Tony Burton	81.5 T	1990	Adam Zieba	142.5 C	2010		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
SAC 400 km	Thomas Stieber (Joerg Stieber)	168.3 C	2017	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010		not claimed		Thomas Stieber (Joerg Stieber)	168.3 C	2017
	Dave Marsden	97.1 T	1970	Tim Wood	93.3 T	2014	Adam Zieba	142.5 C	2010		not claimed		not claimed	not claimed	
SAC 500 km	Adam Zieba	151.7 C	2010	Adam Zieba	151.7 C	2010	Adam Zieba	142.5 C	2010		not claimed				