

AIR CADET LEAGUE OF CANADA

BRITISH COLUMBIA PROVINCIAL COMMITTEE



ANNUAL REPORT 1999/2000



MESSAGE FROM THE PRESIDENT




As my third year as your Provincial President comes to a close, there are many positive aspects of our program that I wish to comment on, including the highlights achieved over the past training year which affected our membership throughout the province:

- (1) our relationship with our Military Partners continues to be strong. Two of the major players, Commander Saladana and his Pacific Region Staff, and Lieutenant Colonel Byrne and his Pacific Region Gliding Centre Staff, both deserve our thanks.
- (2) the Air Cadet strength continues to grow and we welcome 835 Griffin Squadron Squamish, having received their Charter in April 2000, and 904 Kootenai Squadron Creston, who received their Charter in December 1999 and held their first Annual Review on 04 June 2000. We now have 50 Air Cadet Squadrons in BC.
- (3) through the efforts of our Squadron Sponsoring Committee Chairpersons and their Committee Members, the support to our Air Cadets continues to grow and improve. More non-DND funded Cadet activities are now being funded by Sponsoring Committees.
- (4) your Provincial Office continues to function in a most professional manner and my thanks and yours must go to our Executive Secretary, Leone Sutherland. As we continue to enter the Electronic Age I expect more advancements to be made.
- (5) your Provincial Committee Executive is comprised of dedicated, professionally competent individuals whose sole purpose and reward in serving is the continued success of the Air Cadet Movement in British Columbia and Canada. My thanks to these unselfish individuals.

- (6) the Sponsoring Committees are to be congratulated on their excellent support to the Screening and Registration Program with over 90% of Sponsoring Committees and 98% of our Provincial Committee Members screened and registered. My congratulations to all. As you bring new members on to your Committee, the Screening and Registration of these new members must be completed in accordance with published regulations.
- (7) the 100% timely submission of the Squadron Sponsoring Committee Annual Financial Return (ACC9) is appreciated by our Provincial Treasurer and Provincial Committee and by our National Committee. It was reported at our National Annual Meeting in June 2000 that B. C. was one of only two provinces that had a 100% response (P.E.I. was the other) . Well done Doug and well done Sponsoring Committee Chairs and Treasurers.
- (8) the profile of our Air Cadets within their local communities continues to grow and the resulting publicity has been very positive. Well done Squadron Staffs and Sponsoring Committees and Air Cadets.
- (9) your National Flying Committee and Provincial Aviation Committee continue to discuss and study the National Flying Program. This is an ongoing project by both partners. You will be kept informed of developments.
- (10) more Cadets attended Summer Camp, more Cadets attended National and Regional Courses and more Cadets participated in Inter-Provincial Squadron Exchanges than ever before. Well done Pacific Region and Squadrons.
- (11) our relationship with the National Office Staff and the National Committee has been very positive, their assistance to our Squadrons is appreciated.
- (12) It is my belief that our Air Cadets are being better served at all three levels of our organization, Squadron/Sponsoring Committee, Provincial Committee/Regional Staffs and NDHQ/National Committee, resulting in First Class Air Cadets of whom we are all so very proud.

With all these positives you might wonder how I can come up with any negatives but I can and I will. Conflicts continue within and between Squadron Staffs / Sponsoring Committees / Provincial Committee / Cadets / Parents / Region. No one has been left unscathed nor unaffected, and if it continues, the price we pay will be high, because regardless of what level the conflict is at, it will ultimately affect the Cadet. What a price to pay! I repeat ***"WHAT A PRICE TO PAY"***.

It is my belief that we belong to an organization which welcomes change as a condition of success. It therefore is only natural that we look forward to new horizons and that is what we, as a Provincial Committee, will continue to do! Thank you for your support.


W. J. Batchelor
President



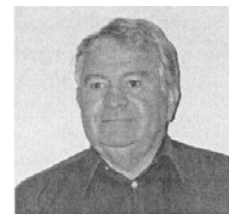
Over 625 Air Cadets took part in the Battle of Britain service at the Air Force Garden of Remembrance in Stanley Park, September 17,

2000 (Ian Smith/Vancouver Sun)

SQUADRON LIAISON

Jack Henwood

Vice-President, Squadron Liaison



The Squadron Liaison Executive works in a co-ordinating capacity with the Wing Chairpersons and Squadron League Representatives to ensure each Squadron Sponsoring Committee receives assistance, encouragement and direction from the BC Committee of the Air Cadet League of Canada.

The Wing Chairperson role is vital to the successful operation of BC Committee. Last year our Province was served well by the following Wing Chairs:

<i>Vancouver Island</i>	<i>Stan Harry</i>
<i>Lower Mainland</i>	<i>Lynda MacKenzie</i>
<i>Fraser Valley</i>	<i>Tom Holland</i>
<i>Okanagan</i>	<i>Bob Burchinshaw</i>
<i>Kootanays</i>	<i>Bob MacBain</i>
<i>Northern</i>	<i>Stan Horton</i>

I would also like to recognize and thank the Squadron Representatives that fulfill the liaison between the Sponsoring Committees and the BC Committee Executive through their respective Wing Chairs. The Squadron Reps have a key role in providing the personal contact for Sponsoring Committees to deal with League matters affecting their Squadron.

Unfortunately, many of our Reps are required to handle more than one Squadron due the shortage of League members-at-large in the system. We are always looking for more people, so if you are aware of anyone that would be suitable League member, please let us know. Not much volunteer time is involved, maybe just a few hours a month (yeah, right!!!).

Squadron and Sponsoring Committee Performance Evaluations also come under the Squadron Liaison jurisdiction. Over the last two years, our Performance Evaluation system has

undergone many changes....changes we feel have made a positive impact on improving and maintaining the high standard we should all want to strive for.

The skilful handling of our computer system, introduced last year by Doug Sutherland, has virtually eliminated any mathematical errors and has vastly simplified compiling of the numerical data.

As you may recall, one aspect of the Performance Evaluation system that required further improvement, was the "feed-back" to Squadrons. In the past, Squadrons that had requested feed back received it in inconsistent format.

This year, we revised procedures to give Committees a constructive assessment of both their Annual Review ceremony as well as an overview of their past year performance in accordance with the established criteria as set out in the BCPC Administrative Instructions (Blue Book).

Committees will be receiving a copy of "Squadron Sponsoring Committee Annual Points Report" (Annex "A" to Performance Evaluation), showing a summary of points received for the various criteria categories for Sponsoring Committees, and a copy of the ACL Annual Review Representative's "Comments" on their Annual Review (Annex D-2 to Performance Evaluation).

In addition, you will be receiving a print-out showing a summary of Squadron achievement ratings for both Cadet Performance Evaluation and Sponsoring Committees.

In keeping with the spirit of Olympics 2000, Performance ratings have been recognized using the **Gold, Silver, and Bronze** medal award

system. The Squadron number is used for the chronological listing order.

Your Wing Chairperson has a copy of your Annual Sponsoring Committee Report as well as details on your last year's Performance Evaluation. If you have further queries, please contact your Wing Chair.

Overall, Sponsoring Committee Annual Reports improved considerably over 1998/99, especially with respect to the completion of Part 3, which is the source for marking the "Cadet Activities", "Specialty Teams" and "Fundraising" sections of Annex "G", Cadet Performance Evaluation which is in turn used for "Top Squadron" performance ratings.

There are still a few Sponsoring Committee Chairs, however, that either do not bother to submit an Annual Report, submit a late Report, or fail to provide adequate information under Part 3.

Unfortunately, it is the Cadets who end up suffering in that their efforts over the past training year can not be properly determined by the ACL Annual Review Rep who is tasked with marking the various activities.

On a final note, a vote of thanks is in order for Doc Cumbers for his good efforts in retrieving all of the Trophies from last years winners and having them engraved in time for this years AGM.



**Provincial Effective Speaking Competition held in Richmond, April 9th, 2000.
Together with the Wing Chairs Meeting**

FINANCE AND ADMINISTRATION

Geoffrey L. Johnston

Vice-President, Finance and Administration



The financial and administrative affairs of the BC Committee have been completely overshadowed this year by the incorporation issue. While the problem only surfaced at last year's Annual General Meeting, it became our most pressing issue within a month or two, mainly due to the various areas of liability it brought to our attention, such as the operation of vehicles and the personal liability of individuals within our committees.

The package you are being asked to consider at this year's AGM is the product of much work on the provincial level by executive members and our legal counsel. This turned out to be a "leading-edge" issue, as none of the other provincial committees in Canada have yet tackled the problem and therefore we were unable to benefit from the work done by others. In fact, we are one of the first youth organizations in the province to conform to the new regulations.

As is so often the case in this increasingly complicated world, just being incorporated does not solve all the problems. On the one hand, we could not operate very much longer without incorporation, since the various agencies of the provincial government wouldn't let us. On the other hand, we are still exposed to liability in terms of assets (such as our fleet of aircraft), and in terms of individuals, and these issues will occupy much of our time in the coming year.

Under existing provincial legislation, members of an incorporated society cannot be held liable for its actions; however, liability is still present for the actions of directors and officers. Most home insurance policies include varying levels of coverage for liability arising from volunteer work, and some coverage may be available through the League's policy, although we have not yet been able to determine the extent of coverage in the new policies arranged by Ottawa.

Some units have looked into buying additional insurance to cover directors and officers, although in at least one case the yearly premium for this coverage was in excess of \$650!

Once the new Air Cadet liability policy is available, we will be able to complete our review of insurance coverage and to put forward our proposals for the BC Committee as well as the individual Sponsoring Committees, and I expect this will be done within the next few months. It may be that no additional coverage is required, so perhaps Sponsoring Committees should hold off buying any new policies in the interim.

I believe those committees who operate vehicles are now more cognizant of the liability these vehicles can entail. I urge those committees to consider the extent of their insurance coverage very carefully and, in cases where the vehicle is being loaned or rented to other groups, that ICBC (or any other insurer) acknowledges their consent in writing.

On the financial side, I must extend my thanks to Doug Sutherland for the excellent job he has done in handling the finances of the Air Cadet League in British Columbia. As a result, our performance over the past year has been almost exactly on target, the major difference being the Gaming Commission Grant, and the corresponding expenditure on the photo-copier.

Next Year's Budget

As you will see in Jack Henwood's Flying report, the BC Committee will be required to take over payment of SIRP fees from the Sponsoring Committees, which will increase our total expenses once again.

While in the past it was our position to replace the funds we previously spent on our stock of aircraft engines, we have reversed that position within the past year. While the cost was almost \$100,000, it no longer seems appropriate to build and maintain a cash surplus of that size. If these funds were to remain as surplus, they would in effect be "dead money". And apart from serving no purpose, such surplus could actually harm us, since we might be eliminated from Gaming Commission grants.

I am therefore submitting the 2000/2001 Budget at the minimum income required of \$162,200 (without any additional allowance for the incorporation project), and total expenditures of \$201,100, requiring an Operating Assessment to the Sponsoring Committees of \$35 per cadet for this training year.

We will then approach the gaming Commission for a grant to cover the incorporation expense, failing which the cost will be borne from our accumulated surplus. I respectfully request your approval.

B.C. Committee of The Air Cadet League of Canada Proposed Budget September 1, 2000 to August 31, 2001			
REVENUE	ACTUAL Year Ended August 31, 2000	BUDGET Year Ended August 31, 2001	Change
Income			
Squadron Assessments	89,330	105,000	15,670
Gaming Income	20,000	0	-20,000
Donations	28,874	22,000	-6,874
Miscellaneous Revenue	2,355	2,000	-355
Interest Income	4,312	3,000	-1,312
Glider & Aircraft Rentals	30,544	29,000	-1,544
Scholarship Continuation	1,776	1,200	-576
TOTAL REVENUE	177,191	162,200	-14,991
EXPENSE			
Administrative Expenses			
Insurance	1,480	3,000	1,520
Telephone	3,006	3,200	194
Legal Expense	7,094	45,000	37,906
Office Expense	4,305	4,500	195
Postage	1,730	2,200	470
Wages & Related Expenses	13,748	14,000	252
Equipment Maintenance & Purchase	12,849	4,000	-8,849
Miscellaneous Expense	1,712	2,500	788
Screening expenses	1,073	1,000	-73
Travel Expense	26,206	22,000	-4,206
Meetings - AGM	2,536	3,500	964
National - ACL	6,144	6,000	-144
Total	81,883	110,900	29,017
Cadet Related Expenses			
Insurance - Cadets	4,823	5,000	177
Scholarships	4,974	5,000	26
Trophies & Awards	2,087	2,200	113
Selection Board Expense	0	3,500	3,500
Wing Chair Expense	0	3,500	3,500
Effective Speaking / Competitions	3,903	6,000	2,097
Promotion & Recruiting	6,885	5,000	-1,885
Insurance - Aircraft	19,831	20,000	169
Aircraft Maintenance & Purchase	36,451	30,000	-6,451
Aircraft Maintenance - SIRP Fees	0	10,000	10,000
Total	78,954	90,200	11,246
TOTAL EXPENSE	160,837	201,100	40,263
BUDGETED NET INCOME	16,354	-38,900	-55,254

TREASURER'S REPORT

D. G. (Doug) Sutherland, CGA
Treasurer



The financial information includes the Auditor's Certificate from Mr. D. Ellison, a Balance Sheet as at August 31, 2000, a Revenue and Expense Statement for the twelve months ended August 31, 2000 (with a comparison to the prior year), and a schedule of Fixed Assets.

We were able to exceed our financial projections due in large part to the fact that we were successful in obtaining \$20,000 in direct access funding from the Gaming Commission. In addition, our donations exceeded budget by \$7,874, as we were very fortunate to receive a donation of \$5,000 from the Canadian Airline Employees Association. Overall, income exceeded expense by \$16,354, which was \$15,804 ahead of budget.

While the administrative expenses exceeded budget by \$13,333, this was due to unbudgeted legal expenses with respect to the incorporation and the fact that we expensed the cost of a new photocopier.

The purchase of the photocopier was included as a planned expenditure in our Gaming Commission submission.

The cadet-related expenses were \$4,454 over budget due in large part to an increase in aircraft repair costs. This was partially offset by a decrease in the insurance premium for the aircraft.

The following table is a summary of our overall Revenue and Expense as compared to the budget that was approved at last year's meeting. These figures demonstrate a favourable financial position for the year.

<i>Account</i>	<i>Actual</i>	<i>Budget</i>	<i>Difference</i>
Total Revenue	\$177,191	\$143,600	\$33,591
Administrative Expenses	81883	68550	-13333
Cadet Related Expenses	78954	74500	-4454
Net Revenue	16354	550	15804


As reported last year we show the Fixed Assets at a nominal value of \$1.00 and provide a schedule of fixed assets as part of the financial report. Reference to Schedule 1 provides the details of the assets owned and their estimated fair market value.

I am pleased to present these financial statements to you. Your directors continue to manage the financial affairs of the BC Provincial Committee in a sound and prudent manner.

AUDITOR'S CERTIFICATE

CERTIFIED THAT I HAVE EXAMINED THE FINANCIAL STATEMENTS AND SUPPORTING DOCUMENTS AS PRESENTED BY THE TREASURER AND HAVE VERIFIED THEIR ACCURACY, RECONCILING EACH ASSET WITH COPIES OF BANK STATEMENTS DATED 31 AUGUST 2000.

CERTIFIED THAT THIS BALANCE SHEET ACCURATELY REPRESENTS THE ASSETS AND LIABILITIES OF THE B.C. COMMITTEE OF THE AIR CADET LEAGUE OF CANADA AS AT 31 AUGUST 2000 IN A MANNER CONSISTANT WITH THAT OF THE PREVIOUS YEAR AND THAT ATTACHED INCOME & EXPENSE STATEMENTS FAIRLY REPRESENT THEIR FINANCIAL ACTIVITIES FOR THE FISCAL YEAR PRECEEDING THAT DATE.


D.C. ELLISON, (LCOL RET'D)
CERTIFIED MANAGEMENT ACCOUNTANT

B.C. Committee of The Air Cadet League of Canada
Balance Sheet
As at August 31, 2000

ASSETS

Cash in Bank & Investments

VanCity-Chequing Account	\$2,637	
VanCity-Gaming Account	27	
Term Deposits	105,000	
Bonds	0	
Accrued Interest Receivable	2,182	
Total cash and Investments	<u>109,846</u>	\$109,846

Fixed Assets (See note 1)

Equipment	\$1	
Total Fixed Assets		1

Other Assets

Accounts Receivable	\$3,890	
GST Receivable	5,735	
Other Receivables	2,100	
Prepaid Expenses	2,026	
Inventory	0	
Total Other Assets	<u>13,751</u>	

TOTAL ASSETS

\$123,598

LIABILITIES

Current Liabilities

AGM Registrations	\$3,155	
Accounts Payable	2,000	
GST Payable	<u>2,138</u>	
Total Current Liabilities		\$7,293

EQUITY

Capital & Reserves

AGM Reserve		1,000
Retained Earnings	\$98,951	
Current Earnings	<u>16,354</u>	
Total Retained Earnings		115,305

TOTAL LIABILITIES AND EQUITY

\$123,598

Note 1 The fixed assets have been adjusted to reflect a nominal value of \$1 on the books of the BC Committee, Air Cadet League of Canada. Refer Schedule 1 for the details.

Approved

Director

Director

B.C. Committee of The Air Cadet League of Canada
Income Statement
For the Year Ended August 31, 2000
(With comparative figures for the previous year)

REVENUE	September 1, 1998 to August 31, 1999	September 1, 1999 to August 31, 2000	Change
INCOME			
Squadron Assessments	84,630	89,330	4,700
Gaming Income	0	20,000	20,000
Donations	22,797	28,874	6,077
Miscellaneous Revenue	742	2,355	1,613
Interest Income	4,946	4,312	-634
Glider & Aircraft Rentals	28,179	30,544	2,365
Scholarship Continuation	1,200	1,776	576
TOTAL REVENUE	142,494	177,191	34,697
EXPENSES			
Administrative Expenses			
Insurance	1,449	1,480	-31
Telephone	3,461	3,006	455
Legal Expense	0	7,094	-7,094
Office Expense	6,413	4,305	2,108
Postage	1,758	1,730	28
Wages and related Expenses	8,556	13,748	-5,192
Equipment Maintenance & Purchase		12,849	-12,849
Miscellaneous Expense	1,819	1,712	107
Screening Expense		1,073	-1,073
Travel Expense	27,637	26,206	1,431
Meetings - AGM	3,009	2,536	473
National - ACL	3,649	6,144	-2,495
Total Administrative Expenses	57,751	81,883	-24,132
Cadet Related Expenses			
Insurance - Cadets	3,670	4,823	-1,153
Scholarship Continuation	300	3,900	-3,600
Scholarship Founders	0	1,000	-1,000
Scholarship National Awards	2,600	0	2,600
Scholarship - Other	0	74	-74
Trophies & Awards	2,038	2,087	-49
Effective Speaking & Competitions	0	3,903	-3,903
Cadet Supplies	621	0	621
Promotion & Recruiting	3,732	6,885	-3,153
Insurance - Aircraft	22,402	19,831	2,571
Aircraft Maintenance & Purchase	28,169	36,451	-8,282
Total Cadet Related Expenses	63,532	78,954	-15,422
TOTAL EXPENSE	121,283	160,837	-39,554
NET INCOME	21,211	16,354	-4,857

**B.C. Committee of The Air Cadet League of Canada
Schedule of Fixed Assets
As at August 31, 2000**

Schedule 1

	Description	Registration	Acquisition Date	Estimated Value	Total
Aircraft					
	Cessna L-19 A Single Engine Aircraft	C-GRGS	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-GKNK	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGA	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGF	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTAL	1954	75,000	
					\$375,000
Gliders					
	Schweizer 2-33A Glider	C-GCLK	1975	20,000	
	Schweizer 2-33A Glider	C-GCLL	1975	20,000	
	Schweizer 2-33A Glider	C-FJSN	1977	20,000	
	Schweizer 2-33A Glider	C-GCLB	1977	20,000	
	Schweizer 2-33A Glider	C-GFMB	1977	20,000	
	Schweizer 2-33A Glider	C-GCLY	1978	20,000	
	Schweizer 2-33A Glider	C-GLIT	1981	20,000	
	Schweizer 2-33A Glider	C-GQRT	1981	20,000	
	Schweizer 2-33A Glider	C-FXGX	1999	20,000	
					180,000
Replacement Engines					
	Remanufactured zero time engine			15,200	
	Remanufactured zero time engine			15,200	
	Remanufactured zero time engine			15,200	
	Remanufactured zero time engine			15,200	
					60,800
Other Equipment					
	John Deere "Gator"		1999	6,876	
	Office Equipment		Various	25,000	
					31,876
			Total		\$647,676

The above figures reflect an estimated fair market value of the assets.

NATIONAL FLYING REPORT

Jack Henwood

Chair, Provincial Flying Committee



The Provincial Aviation Committee (PAC) is a Standing Sub-committee appointed by the provincial Executive Committee. Aside from myself as Chairman, members of the PAC are: Bill Batchelor (President BC Committee), Phil Perry (Technical Advisor), Ron Aumonier (Power Flying/Gliding Liaison), Geoff Johnston (Vice-Chair Admin and Finance), Doug Sutherland (Treasurer), Gerrit van Boeschoten (LCol Ret.), and Harry Astoria (Past President).

The RCA OpsO (LCol Byrne or his representative) is a member as military advisor. The PAC, although responsible to BC Executive Committee, works within the guidelines and policies as set out by the National Flying Committee (NFC). All Provincial PAC Chairs are members of the NFC. The PAC mandate is to monitor the Air Cadet Aviation programs operating in BC and to work closely with The RCA OpsO and his staff to assist in whatever way we can.

I would like to acknowledge another safe and successful flying/gliding year for BC Cadets. The RCA OpsO, his staff, and all others involved in the flying operation are again to be commended. Myself, along with other members of BC Committee were treated to a first class Wings Parade this summer at Comox where some 116 cadets were on parade to receive their respective Private Pilots License, Glider Wings, and Introduction to Aviation graduation certificates. Albert Head Air Cadet Band was also on parade and provided outstanding music for the afternoon.

On the National level, the NFC has had a very busy year. The NFC, under the guidance of Chairman Bill Paisley, met in Ottawa in November 1999 (SAGM), and again in Saskatoon on the 15 June of this year in conjunction with the ACL AGM. In addition to these two formal meetings, several telephone conferences were also held to discuss and make recommendations on various aviation matters. The following are some of the

more significant items that were dealt with over the past year

(a) Strategic Review of Flying/Gliding Program:

Of all of the issues that confronted the NFC over last several months, the NFC sub-committee review of the Cadet Flying Program has been most time consuming and challenging. Every indication is that year 2000 will not be any different! The sub-committee Flying Study, which is being prepared jointly by members of the ACL and military, has been on going for the past two years. Delays in presenting a first draft report were caused by some unavoidable factors, the primary one being the gathering and tabulating financial data.

In May of this year, the sub-committee presented a "first draft" report. The NFC, at the AGM in Saskatoon in June discussed and considered this "first draft". A "second draft" report was subsequently prepared and presented to all Provincial Committees in July which included comments of the NFC and DND personnel who attended the Saskatoon meeting.

No "recommendations" as such were put forward in the revised draft report; however, the report presented several scenarios and alternatives for possible ways we could go about improving the flying program.

All Provincial Committees and RCAOPsOs were asked for comments/suggestions on the second draft report by the 15 Sept with the view to developing consolidated recommendations to be included in a "third draft" report which is intended to be issued to all Provincial Committees in time for review and consideration prior to the Semi-Annual General Meeting in November or this year. Presumably, a "final report" will eventually emerge from all of this for presentation to ACL the Board of Governors. There is no doubt that the NFC sub-committee study will be one

of the main agenda items at the SAGM for both Provincial Committee Chairs as well as the NFC!

It is beyond the scope of this PAC Annual Report to cover all that has transpired regarding the content of the NFC sub-committee draft and the response submission put forward by BC and other Provinces. To do that at this point would risk dominating the discussion at our AGM, which would jeopardize other very important issues we must address in a very short time frame.

Please bear in mind that the NFC study is still an on-going initiative, and no major program-altering decisions have been made. While the future direction of our flying program can be examined on a general basis from information contained in the latest NFC draft report, your Committee feels that we do not have sufficient information on hand to commit to major changes over the short term. I believe it would, however, be appropriate to outline some of the more salient points that have emerged from the NFC Report initiative:

- Canada has enjoyed one of the best-run and safest flying programs for young people in the world;
- The dedication of personnel involved in the program has been simply outstanding;

The Gliding Program is unique in that it satisfies all of the three stated main aims of the Air Cadet program: promotes leadership, physical fitness, and stimulates an interest in aviation in general and the air element of the Canadian Forces. By having cadets and former cadets actively involved in the instruction and flying of other cadets, it goes a very long way in "keeping the Air in Air Cadets".

However, some Regions (other Provinces) are having problems in delivering the Spring and Fall glider familiarization (FAM) program. The glider FAM flying appears to be the main source of aggravation for these Regions in that they have difficulty in meeting the FAM flying mandate (one trip per cadet per year). Ratio of equipment to cadets, insufficient glider sites, distance to glider sites, and weather appear to be the main reasons. Regional differences and problems in the

manner in which the FAM flying program is delivered requires that Provincial Committees find solutions that fit their particular needs.

Our program is being run extremely well through the dedicated efforts of our RCAOpsO and his staff. We are meeting our flying mandate and then some. In addition, BC Committee has taken some rather bold steps in equipment investment over the last two years to minimize engine overhaul costs and to ensure the ratio of equipment is in balance with our current cadet strength.

We have also opened an additional gliding site at Langley Airport. However, like many other Regions, we are not entirely immune to the some of the inefficiencies of having to service some remote areas with glider FAM.

As a possible solution, a recommendation has put forward ***"that Regions be authorized to conduct FAM flying using whatever combination of venues and aircraft that would be most cost effective to that particular Region, and that a mechanism be established which would allow the transfer of funds within the Region to pay selected flying centre"***.

Due to the SIRP program and excellent maintenance work by Comox staff, our aircraft are in first class condition and should perform for us for the foreseeable future (at least next 10 yrs). Currently, in BC, the aircraft-to-cadet ratio is pretty much in balance to allow our RCA Ops O to get the job done.

Although our finances are in pretty good shape, for us to have to replace one of our tow aircraft on short notice (assuming it were lost to us by an uninsurable event), or having to add another tow aircraft to inventory (because of increased enrollment), would be extremely difficult for us to do without putting other programs in jeopardy. However, in the event a tow aircraft replacement becomes necessary and the financial situation changes, we feel it most important a suitable replacement aircraft be identified as quickly as possible.

For our purposes here in BC, we feel the replacement should be a 4-place aircraft suitable for towing gliders.

Other Regions may have different requirements. The 4-place a/c allows for flexibility for current glider/power FAM flying as well as long-term flexibility in the event of radical changes in the glider program. We have recommended therefore, ***“that ACL in Collaboration with DND identify as quickly as possible a tow aircraft capable of dual roles for each Region”***

It has become evident nation-wide that there is a lack of coordination between the flying being given at the Squadron level and the overall Flying Program. Squadron level flying consists of both glider FAM as well as Squadron funded power FAM:

- What are the Squadrons doing to provide a “flying experience” for their cadets?
- Is there a formal program?
- Which cadets actually get to fly?
- How many trips each...and so on?

Our RCA Ops O has recognized this shortcoming and has already taken steps to initiate (through RCO) the requirement for Commanding Officers to report all flying activities carried out by their respective Squadrons. In addition, BC Committee has put forward the recommendation ***“that a system be implemented, in collaboration with RCO/RCAOpsO, which improves communication in all matters dealing with flying. Ideally, the CO should be required to task an individual for that purpose”***.

Aside from the many other benefits that should accrue by improving the coordination of both the Squadron funded and predominantly DND funded FAM flying (approx. 95% DND and 5% ACL), it should prove quite valuable in determining if all cadets are given adequate and equal opportunity for obtaining a “flying experience”

The quality of our flying program cannot really be disputed. However, it is over 30 years old and review of its effectiveness for the youth of today is certainly due. Given the substantial increase in cadet strength over the earlier years a review of our flying scholarship training and its accessibility to more cadets is in order. The controversial items such as Recreational Pilots Permit, reallocation of the flying scholarships, dual scholarships, two-tier power flying, change to an all

powered program, are all on-the-table for further discussion.

However, before any informed decisions on any major changes to the flying program, we in BC (several other Regions as well) feel that more input is required from cadets (our “clients”), military pilots who train and teach cadets, Squadron staff, and Sponsoring Committees. To this end, it is most important that we start collecting the information needed as quickly as possible if we are to arrive at timely and informed decisions.

It is hoped that the improved communication system recommended will prove worthwhile in this regard. In addition, the NFC has recently designed two Questionnaires (QAs): one for Cadets, and one for Sqn Staff/Sponsoring Committees. The plan is to have the QAs placed on the National Air Cadet Web Site for the purpose of utilizing the Internet as another vehicle to gather the required Flying Program data.

In order to get a jump-start on gathering the information; Provincial Committee Presidents have been asked to introduce the new QAs at respective Provincial AGMs. Accordingly, we have included one copy of each QA in your AGM package handout. Our immediate objective is to receive back from each Squadron at least one from each CO (completed in collaboration with military staff), and one from Sponsoring Committee (completed in collaboration with other members) and as many as possible from cadets ensuring that the QA reaches all levels of cadet training. Other QAs have been solicited in the past, but they have been lacking in input from 1st, 2nd, and 3rd, year cadets.

Enough said on the NFC Study at this time. We will try to keep you informed as things progress.

(b) Air Traffic Control Course (ATCC):

As you may recall, there was a proposal by DND in 1998 to cancel the ATCC Course in favor of Rifle Coaching Course. NFC as well as ACL were against this and managed to sway DND to hold off. The National Training Committee under the guidance of Bill Paisley completed an in depth review of the ATCC. As

a result of this review and recommendations, the ATCC remains in full swing with improvements including increase in number of attendees, improvements in course content, some training at the NAV Canada facility in Cornwall, ON, and updating training facilities in Trenton. From all reports, the course went very well with many of the graduates planning to enter the ATC as a career.

(c) Introduction to Aviation (formerly Air Studies)

Through some excellent effort and work by the National RCA Ops O (Major Jerry Ellias), the Air Studies course has been totally revised and renamed. It is now called "Introduction to Aviation". The new course went into effect this year. New Course Training Plan and training aids have been provided.

The course has been redesigned to be a "fun" course with more practical applications to aviation environment as opposed to just classroom work. This year is considered a "trial course" with changes to course content where deemed necessary for next year.

In BC, two, three week courses were held in conjunction with the Glider Scholarship course in Comox. According to LCol Byrne, the course was very well received by the cadets.

(d) Memorandum of Agreement (MOA)

NFC members spent considerable time reviewing the MOA, which comes up for renewal spring of 2001. The MOA is the contractual agreement between the ACL of Canada and Her Majesty the Queen (DND). It spells out the responsibilities of each party with respect to the operation of the Air Cadet Gliding program and establishes the aircraft rental rates that DND is to pay for glider and tow aircraft during the conduct of the Summer Glider training.

Amending the current MOA has been a very time consuming exercise over the past year...especially for Bill Paisely, NFC Chair who has been tasked to solicit and compile suggested changes from all Regions, negotiate with DND these changes, and to have a draft for approval by members at the SAGM November 2000

ready for signing in March 2001. Whether or not the MOA will be renewed for a further five years or something less is still to be decided.

(e) Structural Inspection and Repair Program

The SIRP is designed to ensure the long term structural health of our gliders and tow aircraft. It has proven to most beneficial in prolonging their operational capabilities.

On a National level, since 1988 a total of 115 aircraft have gone through the SIRP, and according to DND technical authorities, with the SIRP continuing, the aircraft fleet can be kept operating for the foreseeable future.

With 89 total aircraft, current National SIRP schedule calls for approximately nine aircraft per year to undergo SIRP. Since 1997 to the end of this year, Pacific Region will have had five aircraft put through the SIR Program. Two more are slated for next year.

The cost to run the SIRP is a shared one with our DND partners in accordance with the MOA. Air Cadet League (which is us) responsibility is to provide funding for all parts and material, while DND is to provide all labour, some parts and material that are available through normal DND supply channels, and facilities to carry out the work.

The League financial obligation for parts and material for year 2000 is based on a National budget of around \$72,000 per year or approximately \$8,000 per aircraft. In 1998/99, it was determined that an assessment of \$135 per flying scholarship (power or glider) was required to cover the League SIRP funding obligation.

As you may recall, the manner by which the SIRP funding was being collected by League, was a contentious point with the Vice Chief of Defence in that it was perceived by him that the SIRP fee was being paid by the cadets receiving flying Scholarships. In other words, he viewed it as being a Flying Scholarship Assessment and thus cadets had to pay for DND courses that were supposed to be free. In an attempt to correct the problem, Provincial Chairs, through direction from ACLHQ, advised all Squadrons and

Sponsoring Committees to ensure that the cadet/parent are not to pay the SIRP fee and that it was the Squadron/Sponsoring Committee's responsibility.

In spite all of the actions initiated by the League and Provincial Chairs last year, however, there still existed, within DND, the erroneous perception that cadets are being charged for scholarships provided free by DND.

As a further attempt, therefore, to eliminate the DND perception, effective 2000, the SIRP charge is not longer called a "Scholarship Assessment". It is simply a "SIRP Assessment" and not to be linked in any way to flying scholarships. The logic in this policy is that our aircraft are used not only during the summer flying training program, but also for the spring and fall familiarization flying program as well in which all cadets have the opportunity to participate.

The National SIRP assessment will be based on Cadet Annual Review Parade State with respective Provincial Chairs to determine the method of assessing Sponsoring Committees under their jurisdiction for Provincial SIRP assessment amount.

For year 2000, with cadet strength of around 3000, the SIRP assessment for BC is approximately \$9500. BC Committee Office will pay the SIRP Assessment directly to National. A Squadron Annual Assessment fee increase of approximately \$3.00- \$3.10 per cadet will be required to cover the SIRP charge.

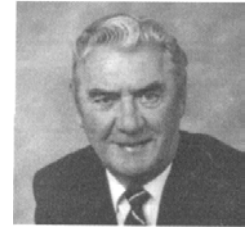
My thanks to the other members of the PAC for their continued support. A very special thanks to those BC Committee members and LCol Byrne for providing excellent, well thought out comments on the NFC sub-committee flying study draft report. Their input will be invaluable for the on-going discussions on the matter at the SAGM in November.



#243 Ogopogo Squadron Gliding at Penticton

REPORT ON THE AIRCRAFT FLEET

P. S. (Phil) Perry
Technical Advisor



The usual heavy maintenance work load was carried out by Capt. Cheri Carroll and her staff at Comox over the winter to maintain the aircraft and gliders up to the standard required for the spring, summer and fall flying programs. This was carried out under very difficult conditions as last summer the complete Regional Glider Organization was required to vacate their hangar for the construction of a new hangar for 442 Search and Rescue Squadron. In addition, a new hangar was under construction for the Regional Glider Organization.

They were given temporary space that was available in varying locations on the base. This was very disruptive to the organization and difficult to carry out effective maintenance workloads. However, through good management and a lot of hard work by all involved, they managed and all of our aircraft and gliders were serviceable for the flying programs.

They moved into their new hangar in April which is an excellent facility for the operational, administrative and

maintenance requirements of the Regional Glider Operation.

The major items of maintenance carried out were the Structural Inspection and Repair Program on L-19 tow aircraft CF-TGA and also on Glider CG-XGX (which is the glider that was purchased from Penticton early in 1999). This program requires disassembly, inspection, corrosion control, non-destructive testing, repairs and modifications as required, re-fabric to the glider, re-assembly, re-painting, weight and balance, and flight test. The remaining four L-19 aircraft and eight gliders were put through a winter works program of inspection, repairs, modifications and painting as required.

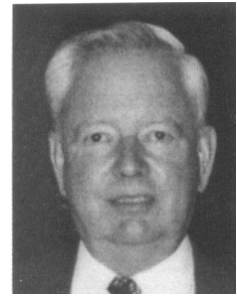
Lt. Col Tom Byrne, the RCA OpsO and his staff, with the excellent support of CFB Comox, continue to maintain the fleet of aircraft and gliders in first class condition.



Showing off the New Hangar at CFB Comox

POWER FLYING AND GLIDING OPERATIONS

*R. A. (Ron) Aumonier
Flying-Gliding Co-ordinator*



The flying-gliding program completed another successful year. No indications of problems were received at the League office or by myself; so it is assumed that it was a good year. It is understood that previous conditions are still in effect, that in the event any squadron scheduled for gliding and has to have it cancelled because of weather or equipment problems, that squadron will be provided with funds for power familiarization flying, if the squadron involved tried to use the day they were programmed for gliding.

The statistics for the flying year show a total of 7,185 flights. These include 2,416 familiarization flights and 1,415 proficiency (conversion) upgrading flights and 107 were used to transit gliders. In July and August, the aircraft fleet was at Canadian Forces Base Comox, the location of the glider school. A total of 2,199 glider flights were flown for cadet flying instruction and 37 cadets met the requirements for the Air Cadet Glider Wings, and the Transport Canada Glider Pilot's Licence.

Unfortunately, eight cadets did not complete the course for various reasons, and returned to their home unit. Additionally, 76 flights were used as air experience flights for cadets attending the Air Studies courses.

The Power Flying Scholarship course operated out of Victoria and Comox this year, with the Victoria cadets staying at Albert Head. The Comox cadets did their training at Courtney and Campbell River. A total of 32 cadets were on this course, and all but one graduated.

Under the supervision of Lieutenant Colonel Byrne and his air and ground staff, a very successful summer training program was conducted. As I have said before, I believe the Power/Gliding program is keeping the "Air" in Air Cadets.

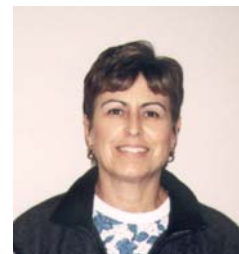


Cadets prepare a Glider for the Minister of Defence, Hon. Art Eggleton, at CFB Comox

EFFECTIVE SPEAKING PROGRAM

Gladys Jarvie

Co-ordinator, Effective Speaking Program



Effective Speaking is an excellent program, building on skills that our Cadets can use for the rest of their lives. Although there will be more emphasis in the Cadet curriculum from DND in the future, we also require support from the League - that is, the Squadron Representatives and the Sponsoring Committees.

Because the Effect Speaking Competition is a League-sponsored event, I would like to see greater promotion of this program at the squadron level. This is already happening in some of areas of the province - notably, the Okanagan and Vancouver Island Wings, where participation in the Wing competitions is very high.

All that may be required is a reminder about the program, or some assistance with contacting the local Toastmasters' Club for their assistance through the "Youth Leadership Program". The efficiency is greatly increased when a number of squadrons join together with the Toastmasters' members.

I am requesting each Squadron to participate at the Wing Level Competition. The development of strong communication skills in our Cadets is our prime objective: **Good Speakers are Successful Leaders!**

The Effective Speaking 2001 Information Package will be delivered to each Squadron. This package contains Aims, Rules, Organizer's Guide, Information for Judges, Score Sheets and the Revised Topic List. If you have any questions or require assistance, please feel free to contact me through your Wing Chair or the B.C. Committee office.

The Effective Speaking Program in British Columbia has had one its most successful years. For the first time since the program started, we have had a representative from each Wing at the provincial Competition held on April 9th, 2000. The quality of both the prepared and impromptu speeches was excellent. Each cadet received a cheque for \$100 for participating

and representing his/her Wing. The winner received the Nancy Tsangaris Effective Speaking Trophy and a personal CD player, and went on to represent British Columbia at the National Competition in Saskatoon on June 16th, 2000.

I would like to extend special thanks to our participating cadets:

- Cpl Eva Schubert (746 Cloverdale Squadron - Fraser Valley Wing) Winner of the BC Provincial Competition and Representative at the National Competition 2000;
- Sgt Christen Tremaine
259 Panther Squadron - Okanagan Wing
- FSgt Thomas Kizuk
386 Komox Squadron - Vancouver Island Wing
- Sgt Jonathan Wickie
747 Unicorn Squadron - Northern Wing
- FSgt Jordan Marilave
103 Thunderbird Squadron - Lower Mainland Wing
- WO2 Christine Lewis
266 Kimberly Squadron - Kootenay Wing

All our appreciation is extended to:

- Dr. Irene Evans (Richmond Toastmasters) for her assistance with the Youth Leadership Program and judges for the provincial competition.
- Mr. Bill Batchelor. Members of the BC Committee, Wing Chairs, Sponsoring Committee Members, Officers, and Parents for all your support and assistance with this program.
- Major Steve Cooper (655 Richmond Squadron) for once again hosting the Provincial Competition.



SPECIAL FEATURE

THE NORTHERN WING

Stanley Clifford Horton
Wing Chair



For a good many years the B.C. Committee has been aware of the fact that the Northern Wing does not receive the attention of the B.C. Committee it deserves and this situation has been going on for too long.

Our President, Bill Batchelor, decided that enough was enough and appointed me, Stan Horton, the Northern Wing Chairman for the foreseeable future.

The news of this appointment was greeted nonchalantly in the Northern Wing with the attitude that they will believe it when they see it.

Nevertheless, I am pleased to say that following my visits to the squadrons in the wing, the Sponsoring Committees appear to be pleased that someone is at last showing an interest in their activities and that perhaps some of their problems will be front and centre at a monthly meeting of the B.C. Committee.

All the Northern Wing Squadrons are short of officers and 258 and 899 squadrons in particular, are in desperate need of help. The plan is to inspire all the

sponsoring committees to more aggressively recruit suitable members of the public for the C.I.C.

Most of the squadrons have good sponsoring committees, particularly 747 Terrace Squadron which raises lots of funds for the cadets and also has built its own, excellent facility at the airport.

768 Quesnel Squadron has acquired the use of the excellent Youth Centre for Air Cadets in that town, they also are good fund raisers. 396 Prince George Squadron must be thanked for their support of the B.C. Committee for having hosted the Selection Boards and organized, along with the Legion, the Wing Meeting at the Legion facility for a good many years.

The remainder of the northern Sponsoring Committees are all doing a great job with perhaps one or two needing a bit more guidance and help.

I look forward to the coming training year, confident that the squadrons in the Northern Wing will all benefit from this new liaison activity between Squadrons and the B.C. Committee and vice-versa.

SQUADRONS OF THE NORTHERN WING

- #258 *Little Giant* Squadron, Chetwynd
- #353 *Mile Zero* Squadron, Dawson Creek
- #396 *City of Prince George* Squadron, Prince George
- #747 *Unicorn* Squadron, Terrace
- #768 *Jet Ranger* Squadron, Quesnel
- #787 *MacKenzie* Squadron, MacKenzie
- #899 *Vanderhoof* Squadron, Vanderhoof

SELECTION BOARDS

John W. (Doc) Cumbers
Selection Board Co-ordinator



Selection Boards for the year 1999 - 2000 have been the zenith of all times. With the aid of a large number of hard-working people, we were able to interview 296 very deserving cadets. There were 155 courses available, so we did make a lot of selections. This was not always an easy task because in most cases all the cadets really deserved to get the course.

The work of Doug and Leone Sutherland in putting the whole operation onto a computer program made things work wonderfully well.

All the cadets were interviewed at the designated times at their proper venues. All the squadrons were notified through e-mail, fax or phone, as to when to have their cadets ready for interviews.

I could not have done this job without the aid of great helpers such as Stan Horton, Ron Aumonier and the staff at Pacific Region Headquarters. All the members of the B.C. Committee who worked on the Boards and did so many things.

I know the future boards are in good hands. The cadets are definitely getting well prepared for these boards. The General Knowledge section of the interviews seems to trap a lot. The marking range went from full marks to zero marks. This shows that the knowledge is available with a bit of work on the part of the cadet.

The practice of Mock Boards still shines through and all Squadrons should use them. Some squadrons feel it is not needed, but it definitely shows when the cadet comes before the board. The use of squadron Officers is not a good practise. The cadets know these people and will react differently when interviewed by someone they don't know.

The Medical Certificate for flying courses still causes problems and has put some cadets' courses in jeopardy. Make the appointment early and it can be cancelled if necessary; but bear in mind there is a deadline which cannot be changed.

The trophy Section was, as usual, a lot of fun! Just to get a Squadron to recognize the fact that they won a trophy is sometimes a great chore, and to have them return it is an even greater challenge. Letters are sent out in May and July to remind all who have trophies to return them. We like to get the trophies back so that they can be prepared for this years winners.

Thank you to all the great people who do such great work. After serving over 40 years in various capacities with the Air Cadet organization, I have chosen this year to try out some retirement time. I have really enjoyed being a part of this organization and will miss being with you all.



OFFICE ADMINISTRATION AND SYSTEMS

Leone Sutherland
Executive Secretary



The past training year has been a very full and active year for the Provincial Committee Office. We have endeavoured to move in a forward direction technically without losing the personal touch with our squadrons. More and more communication is done by email and fax which enables us to send and receive information almost instantly.

Now that the squadrons are being outfitted with their own computers, we will have even quicker and better contact with each other. Sometimes a personal touch is necessary and we are still only a phone call away. Messages are checked on a daily or twice daily basis even when we aren't in the office.

The purchase of a new photocopier had enabled us to do more 'in house' copying which is quicker and more cost effective. Our computer programs are being designed or upgraded constantly.

I had the opportunity to attend the Air Cadet League of Canada National Annual General Meeting in Saskatoon in June with other members of the B. C. Committee.

I welcomed the opportunity to meet the staff of the Air Cadet League Office in Ottawa, Jean, Steven and Chantal, and to talk to members of Committees from other provinces.

The impression I gathered was that the Air Cadet Program in British Columbia is working very well, as good as or better than a number of the other regions.

Our working relationship with the Pacific Region Cadet Office is second to none. We can be proud of the work we do here as long as we do it together and for the benefit of the Cadet!

..... and here's the final word on Recruiting!

We've always been impressed by the dedication and hard work devoted to the Air Cadet cause by the military staff at Pacific Region. But this year, they went well beyond the call of duty in the interests of recruiting!

Major Teena Wilks, our Regional Cadet Music Advisor, and Captain Judith-Ann Jarrette, our Area Cadet Officer (Air), both became new mothers this summer, no doubt in an effort to increase the Air Cadet strength in the coming years. Please welcome:



William Wesley Wilks - Age 0

- and -



Amanda Jarrette - Age 0

1999/2000 HIGHLIGHTS



**Jim Greene Honoured for 50
Years' Contribution**



**Flying Scholarship Graduation Parade at
CFB Comox, August 18th, 2000**



**Presentation of the Certificate of Honour to LCol Don
Doern by Provincial President Bill Batchelor and Past
National President Len Jenks at the Albert Head
Graduation Ceremonies, August 17th, 2000.**



**135 Challenger Squadron Drill Team Wins
Again - at New Westminster**



223 Vernon Squadron at CFB Comox, Spring 2000

1999/2000 HIGHLIGHTS



Service Band 2000 - Cd's on Sale at the Desk!



**Squadron Banners lead 625 Cadets
at the Battle of Britain Parade**



**Lower Mainland and Fraser Valley Wing Cadets
Depart for New Zealand on the 4th Leg of the
Friendship Exchange- September, 2000**



Spring 2000 Honour Band Plays Oakridge



600 Cadets Participate in the BC Hydro Band Competition