

THE AIR CADET LEAGUE OF CANADA

BRITISH COLUMBIA PROVINCIAL COMMITTEE



ANNUAL REPORT
2002



2001/2002 BOARD OF DIRECTORS



William J. Batchelor



John E. Henwood



Stanley C. Horton



Geoffrey L. Johnston



Douglass G. Sutherland

These were the Founding Directors for the British Columbia Provincial Committee when it was incorporated in 2001, and they were subsequently elected for a two-year term at the Annual General Meeting in October, 2001. This year, five more Directors will be elected to provide representation for all areas of the province.

PRESIDENT'S REPORT

Geoffrey L. Johnston, AACI, P.App, RI(BC)

President

Air Cadet League of Canada

British Columbia Provincial Committee



A new era for British Columbia began this year, as Bill Batchelor was elected as a Governor of the Air Cadet League of Canada. As a result, the BCPC Board of Directors instituted a number of staff changes: Doug Sutherland moved to Vice President, Corporate Affairs; and Jack Henwood to Secretary/Treasurer.

We welcome Tom Holland as the new Vice President, Squadron Liaison, as well as two new Wing Chairs: Sherry Strutt in the Lower Mainland; and Trevor Smith in the Kootenays. All have proven themselves to be very dedicated to the Air Cadet movement, and we are fortunate to have executives of this quality in our organisation.

The past year saw the birth of a new squadron: we all congratulate #907 White Rock, our 51st unit. Three more squadrons are in the discussion stages throughout the province. Our official enrolment in June, 2002 stood at 3,268 cadets, and that number can be expected to swell by up to 15% at the peak of the year, providing significant challenges to both the military staff and Sponsoring Committees.

These challenges would have been even more daunting had it not been for the modernisation of our procedures instituted under Bill Batchelor's leadership during the past five years, including the incorporation of Sponsoring Committees, settlement of insurance issues, publication of the new Administration Manual, acceptance of screening, re-definement of the League Rep's role, and implementation of the Web site.

At the outset of this program, it was suggested that many of our Sponsoring Committees would not be able

to raise the quality of their administration to the level required for incorporated Societies - but this has not proved to be the case!

The dedication of so many individuals throughout the province has more than offset the increased burden; as a result, we have become the envy of many other youth organisations. The essence of this success has been the ability to provide the proper information to each Committee at the time it is most needed, and the best tool we have in this regard is the Web Site.

Our Web Site was designed by Ian McEachern, an ex-cadet who specialises in computer technology. His design was so successful, it has been copied, in whole or in part, by Provincial Committees in Ontario, New Brunswick and Nova Scotia. The Site is maintained by Doug Sutherland, who ensures that new information is posted as soon as it is available.

Sponsoring Committees will find all the information they require on the Web site, including the national and provincial manuals, criteria for scholarships courses, schedules for meetings and important dates, and links to other Committees. I urge those not presently using this resource to make every effort over the next few months. If you don't have a home computer, you can make often make arrangements at work, school, community libraries, or with friends; if you don't know how to use the Internet, your children will teach you!! It is clearly the path to the future.

Bill Batchelor has left very high standards for us all to emulate - if we can achieve them by half, the Air Cadet League will be well served in the future.



PAST PRESIDENT

William J. (Bill) Batchelor, CD
Past President



There are many clichés that cross my thoughts as I attempt to put pen to paper upon my departure as your Provincial Chair and President for the past five years.

We as Directors, you as Provincial Committee members, plus the hundreds of volunteers who serve on the 51 Sponsoring Committees, have all worked to serve and support our over three thousand Royal Canadian Air Cadets.

Collectively, we have accomplished much in the past few years, including:

- total support for our Gliding and Flying Program;
- acceptance for the need to Incorporate our Sponsoring Committees;
- support of the Effective Speaking Program;
- acceptance of the need for the Membership Registration and Screening Program;
- heightened attention to the quality of administrative and financial matters;
- active participation of our Wing Chairs and League Representatives in their respective squadron Sponsoring Committee activities;
- acquisition of two buildings at NRS Aldergrove for use by B. C. Provincial Committee, with a two year renewable lease;
- improvement of the National Scholarship Course Review Boards; and,
- Implementation of the provincial internet Web Site.

The above are some of the highlights that we all have been involved with.

There are three other aspects that have made the Air Cadet Movement so successful within B. C.:

1. Flying and Gliding Program - LCol Tom Byrne and his staff at both Pac Region Gliding Centre Comox, and throughout the province, have conducted this program in a first class professional manner. We thank you LCol Byrne and your Staff!
2. Air Cadet Training and Support - Commander Barry Saladana and Major Brent Deck with their RCSU (Pacific) staffs have supported the Squadrons and Air Cadets in a willing and efficient manner. Our relationship with the Commander and Major and their staffs continues to grow. We thank you!
3. Squadron Staffs - Squadron Commanding Officers and their Staffs have provided the Air Cadets with good leadership and many life skills. You have a very direct influence on the youth in your Squadron. I thank you for all your good work.

The success that any organization enjoys is subject to that organization's acceptance of change. We have seen much change and had much success over the past sixty-one years!

Our incoming President, Geoffrey Johnston, has the necessary business acumen and good judgement to guide our B. C. Provincial Air Cadet Movement to a successful and productive future.

Thank you for your support and Good Luck to all our Volunteers and Air Cadets.

CORPORATE AFFAIRS

D. G. (Doug) Sutherland, CGA
Vice President, Corporate Affairs



While we have made great progress on many issues during the past year, a number remain unfinished and will require the attention of all during the coming months. This issues include the new By-laws adopted by incorporated Sponsoring Committees, Registered Charity status, Rules #3 and #4, and the Web Site.

New Constitution and By-Laws

By now, almost all our Sponsoring Committees have been incorporated, mostly using the generic Constitution and By-Laws developed by our legal counsel. Probably the greatest impact the new By-Laws will have on the individual Committees is the annual Election of Directors. While most Sponsoring Committees have chosen to hold their Annual General Meeting and Election of Directors close to the end of each training year, provincial law requires that the financial statements to be presented at this meeting cannot be more than six months old.

Our legal counsel tried to find a way to meet this regulation while retaining elections in the Spring. However, since our year-end cannot be changed from August 31st due to national regulations, we must hold elections within 6 months of that date; that is, before March 1st of the following year.

Another issue arising from the new Constitution is the constantly changing requirements of the B.C. Gaming Commission regarding the dissolution of non-profit Societies, particularly those receiving Gaming funds. CCRA (previously Revenue Canada) requires our dissolution clauses to be “unalterable”, yet the Gaming Commission keeps asking for changes to these clauses by resolution of Directors. We have argued the case with the Gaming Commission to no avail; since the issue is of little consequence (as squadrons which are deactivated seldom have any funds to disperse),

we have decided to adopt the resolutions requested by the Gaming Commission.

Registered Charity Status

Having been accepted by the province as not-for-profit Societies (and with the “unalterable” clauses in our Constitutions), CCRA will grant Registered Charity status to our Sponsoring Committees. Approximately 35 Committees had that status before they were incorporated, but it is now necessary to have a new charity number issued in the legal name of the Sponsoring Committee.

Although it has taken a great deal of time, we have negotiated an agreement with CCRA that Sponsoring Committees who previously held Registered Charity status may apply for new numbers as a group by submitting only their incorporation documents. This means the 13-page application form will be required only for those Committees which did not have Registered Charity status in the past.

Our accounting consultants (WM. G. DISTON INC.) have advised us that it is in the best interests of each Committee to obtain Registered Charity status; otherwise, they will not be able to issue tax receipts for donations. Furthermore, non-charitable societies are required to file a T-2 Income Tax return each year (rather than the simpler T3010).

Regulations 3 and 4

Section 7 of the provincial Administration Manual covers Rules and Regulations established for the benefit of Air Cadets and the Air Cadet League. Recent events have made it necessary to institute two new Rules and Regulations.

Rule #3 involves real estate interests. One of the responsibilities of the Sponsoring Committee is to provide adequate premises for the Squadron. Some squadrons are in the fortunate position of occupying military premises such as armouries or other installations while many others either rent or lease premises. As finding adequate premises is a growing challenge, many Sponsoring Committees are looking at the possibility of acquiring or constructing their own premises.

While ownership can be a significant advantage, there are also numerous considerations that need to be taken into account before entering into a purchase or lease arrangement. These considerations can have a serious impact on current and future Sponsoring Committees and could have also impact on the squadron and the Air Cadet movement. There is also a possibility of jeopardizing the future viability of a squadron by becoming burdened with onerous long-term responsibilities.

In order to minimize potential problems, the Directors of the British Columbia Provincial Committee have established a procedure whereby Sponsoring Committees must advise the BCPC before entering into any agreements concerning real estate. The prime consideration is to assist and protect Committees, rather than to restrict their scope of activity.

Rule #4 involves the funds collected by Sponsoring Committees. Unfortunately, Committees occasionally encounter a situation where a Director, member or volunteer has mis-appropriated funds, or is suspected of having done so. When such situations arise, a number of steps MUST be followed by the Sponsoring Committee, as detailed in Rule #4, to protect all the concerned parties and to avoid any potential conflict or liability for the Committee or the Air Cadet League. The first and foremost requirement is to contact the BCPC.

The full text of Rules 3 and 4 is now available on the Web Site, and a handout is contained in your AGM packages.

Web Site

The BCPC web site was introduced at the AGM last year and is now fully operational. We view the site as a strategic communication tool that we can use to convey information to our "customers", the Sponsoring Committees. The web site contains references to manuals, various other information and links to key related web sites. Using the web site is very efficient as information can be quickly disseminated at a minimum cost.

An email service was also developed for each Sponsoring Committee in conjunction with the web site. The purpose was so that we could communicate directly with each chair or Committee on matters of importance.

The point has been made that not every chair has computer access and therefore would miss out on vital communications. If such is the case, we recommend the Chair appoint a committee member, who has computer access, to be responsible for accessing email and obtaining updates from the web site.

We encourage each committee to access the email on a regular basis and to review the web site at least weekly, as new information is constantly being added. The latest addition involves Sponsoring Committee Resources, a section on topics of specific interest to Committees such as fund raising, Mock Boards, procedures at formal parades, and many others.

Budget

Our total expenditures in 2002/2003 are expected to be \$201,400 against total income anticipated at \$174,080. However, the recent award of a \$35,000 grant from the Gaming Commission will increase our total revenue to \$209,080, resulting in small surplus of \$7,680.

As a result, our Operating Assessment can remain at \$35.00 per cadet, unchanged from last year.

I respectfully request your approval.

**The Air Cadet League of Canada
British Columbia Provincial Committee
Proposed Budget
September 1, 2002 to August 31, 2003**

REVENUE	ACTUAL Year Ended August 31, 2002	BUDGET Year Ended August 31, 2003	Change
Income			
Squadron Assessments	108,745	114,380	5,635
Gaming Income		35,000	35,000
Donations	16,912	16,000	-912
Miscellaneous Revenue	72	500	428
Interest Income	2,096	1,000	-1,096
Glider & Aircraft Rentals	37,354	41,000	3,646
Scholarship Continuation	300	1,200	900
TOTAL REVENUE	165,479	209,080	43,601
EXPENSE			
Administrative Expenses			
Insurance	2,929	4,000	1,071
Telephone	4,767	5,000	233
Legal Expense	14,720	12,000	-2,720
Office Expense	6,451	5,000	-1,451
Postage	1,265	1,500	235
Wages & Related Expenses	13,322	15,000	1,678
Equipment Maintenance & Purchase	151	1,500	1,349
Miscellaneous Expense	4,884	2,500	-2,384
Screening expenses	0	400	400
Travel Expense	32,127	35,000	2,873
Meetings - AGM	4,446	5,000	554
National - ACL	5,220	6,000	780
Total	90,282	92,900	2,618
Cadet Related Expenses			
Insurance - Cadets	6,479	8,000	1,521
Scholarships	5,300	6,000	700
Trophies & Awards	2,044	2,000	-44
Selection Board Expense	4,492	4,000	-492
Wing Chair Expense	2,016	4,000	1,984
Effective Speaking / Competitions	4,768	5,500	732
Promotion & Recruiting	2,686	2,500	-186
Insurance - Aircraft	23,860	28,000	4,140
Aircraft Maintenance	44,962	35,000	-9,962
Aircraft Purchase (Net of Insurance Recovery)			0
Aircraft Maintenance - SIRP Fees	9,323	9,500	177
ACS Aldergrove		7,500	7,500
Total	105,930	112,000	6,070
TOTAL EXPENSE	196,212	204,900	8,688
NET INCOME	-30,733	4,180	34,913

TREASURER'S REPORT

Jack Henwood, BComm., MBA, CD
Secretary Treasurer



The financial information presented in this report includes the Balance Sheet as at August 31, 2002 (Schedule 1), a Statement of Revenue and Expense for the twelve months ending August 31, 2002 with a comparison to the prior year (Schedule 2), and a Schedule of Fixed Assets (Schedule 3).

Revenue was below budget which was attributed mainly to the donations being less than anticipated and interest income being substantially lower due to the dramatic decrease in interest rates over the year. Administrative expenses exceeded budget mainly due to increased travel expenses and costs associated with the development of the Administrative Manual and the website. The Cadet related expenses had a favourable variance of \$2,071.

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.

<i>Account</i>	<i>Actual</i>	<i>Budget</i>	<i>Difference</i>
Total Revenue	\$165,479	\$173,075	(\$7,596)
Administrative Expenses	90,282	78,200	(12,082)
Cadet Related Expenses	105,929	108,000	2,071
Net Revenue	(30,733)	(13,125)	(17,608)

While we did not budget for any revenue from the Gaming Commission, we did make a Direct Access Application and anticipated that we might receive funding to offset the deficit that we budgeted last year. Our application took approximately 10 months to process and in late August it was rejected, thus we had no Gaming Revenue to report.

However we immediately challenged their reason for rejecting the application and after reconsidering our submission, the Gaming Commission approved a Direct Access grant in the amount of \$35,000. The grant will be applied to the 2002 -2003 fiscal year and has been included in our proposed budget which will be

presented to the membership for approval at the . Annual General Meeting

Cadet-related expenses totalled \$105,929 this year which are directly related to cadet activities and it is our goal to ensure that we continue to spend the funds on activities and functions which benefit the cadets. Aircraft repairs and maintenance were over budget by \$4,962. This variance was created by an unbudgeted expense of just over \$10,000 which was used to equip the gliders with new radios. This was a safety issue and certainly was a justifiable expense. Had we not bought the radios in the 2001 -2002 fiscal year, the Aircraft Repairs and Maintenance would have been under budget.

A significant portion of our funds is used to support the Gliding program. Insurance and maintenance costs were \$23,860 and \$44,962 respectively for the year, which are partially offset by the revenue we receive from DND for the annual rental of the gliders and tow planes. Also included in the expenditures is an amount of \$9,323 for Aircraft Maintenance. These monies are paid to the national Air Cadet League and are used to support the Structural Inspection Repair Program (SIRP) that is carried out each year on selected aircraft. This program ensures that our aircraft fleet is maintained at a very high standard. This cost is borne directly by the Provincial Committee.

We continue to report the Fixed Assets at a nominal value of \$1.00 and a schedule of fixed assets is provided as part of the financial report. Reference to Schedule 3 provides the details of the assets owned and the estimated fair market value. We have reduced our estimate of the fair market value of the gliders to \$15,000 per glider as we believe that this reflects a more accurate value.

I am pleased to present these financial statements to you and should point out that your Directors continue to manage the financial affairs of the British Columbia Provincial Committee in a sound and prudent manner.

**The Air Cadet League of Canada
British Columbia Provincial Committee
Balance Sheet
As at August 31, 2002**

ASSETS**Cash in Bank & Investments**

VanCity-Chequing Account	\$8,683	
VanCity-Gaming Account	27	
Term Deposits	50,000	
Accrued Interest Receivable	0	

Total Cash and Investments	<u>\$58,710</u>	
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Fixed Assets (See note 1)

Equipment	\$1	
Total Fixed Assets		1

Other Assets

Accounts Receivable	\$0	
GST Receivable	5,055	
Prepaid Expenses	500	
Inventory	825	
Total Other Assets	<u>0</u>	6,380

TOTAL ASSETS

<u><u>\$65,091</u></u>

LIABILITIES**Current Liabilities**

AGM Registrations	\$0	
Accounts Payable	0	
GST Payable	<u>0</u>	
Total Current Liabilities		\$0

EQUITY**Capital & Reserves**

AGM Reserve		1,000
Retained Earnings	\$94,824	
Current Earnings	<u>-30,733</u>	
Total Retained Earnings		64,091

TOTAL LIABILITIES AND EQUITY

<u><u>\$65,091</u></u>

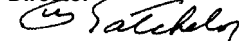
Note 1

The fixed assets have been adjusted to reflect a nominal value of \$1 on the books of the British Columbia Provincial Committee, Air Cadet League of Canada. Refer Schedule 3 for the details.

Approved



Director



Director

**The Air Cadet League of Canada
British Columbia Provincial Committee
Income Statement
For the Year Ended August 31, 2002
(With Comparative Figures for the Previous Year)**

REVENUE	September 1, 2000 to August 31, 2001	September 1, 2001 to August 31, 2002	Change
INCOME			
Squadron Assessments	\$105,870	\$108,745	\$2,875
Gaming Income	0	0	0
Donations	19,840	16,912	-2,928
Miscellaneous Revenue	5,142	72	-5,070
Interest Income	5,640	2,096	-3,544
Glider & Aircraft Rentals	36,606	37,354	748
Scholarship Continuation	1,554	300	-1,254
TOTAL REVENUE	\$174,652	\$165,479	\$-9,173
EXPENSES			
Administrative Expenses			
Insurance	\$2,407	\$2,929	\$-522
Telephone	2,589	4,767	-2,178
Legal Expense	20,199	14,720	5,479
Office Expense	4,690	6,451	-1,761
Postage	1,489	1,265	224
Wages and Related Expenses	12,968	13,322	-354
Equipment Maintenance & Purchase	4,566	151	4,415
Miscellaneous Expense	1,737	4,884	-3,147
Screening Expense	200	0	200
Travel Expense	22,875	32,127	-9,252
Meetings - AGM	3,451	4,446	-995
National - ACL	5,757	5,220	537
Total Administrative Expenses	\$82,928	\$90,282	\$-7,354
Cadet Related Expenses			
Insurance - Cadets	\$7,041	\$6,479	\$562
Scholarship Continuation	2,400	300	2,100
Scholarship Founders	1,000	3,000	-2,000
Scholarship National Awards	0	0	0
Scholarship - Other	1,600	2,000	-400
Selection Board Expense	4,106	4,492	-386
Wing Chair Expense	2,709	2,016	693
Trophies & Awards	1,767	2,044	-277
Effective Speaking & Competitions	4,530	4,768	-238
Promotion & Recruiting	2,550	2,686	-136
Insurance - Aircraft	22,611	23,860	-1,249
Aircraft Maintenance	26,805	44,962	-18,157
Aircraft Purchase	23,250		23,250
Aircraft Maintenance - SIRP	8926	9,323	-397
Total Cadet Related Expenses	\$109,295	\$105,930	\$3,365
TOTAL EXPENSE	\$192,223	\$196,212	\$-3,989
NET INCOME	\$-17,571	\$-30,733	\$-13,162

The Air Cadet League of Canada
British Columbia Provincial Committee
Schedule of Fixed Assets
As at August 31, 2002

	Description	Registration	Acquisition Date	Estimated Value	Total
Aircraft					
	Cessna L-19 A Single Engine Aircraft	C-GRGS	1992	\$75,000	
	Cessna L-19 A Single Engine Aircraft	C-GKNK	1978	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGA	1973	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGF	1973	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTAL	1989	<u>75,000</u>	
					\$375,000
Gliders					
	Schweizer 2-33A Glider	C-GCLK	1975	\$15,000	
	Schweizer 2-33A Glider	C-GCLL	1975	15,000	
	Schweizer 2-33A Glider	C-FJSN	1991	15,000	
	Schweizer 2-33A Glider	C-GCLB	1984	15,000	
	Schweizer 2-33A Glider	C-GFMB	1977	15,000	
	Schweizer 2-33A Glider	C-GLIT	1981	15,000	
	Schweizer 2-33A Glider	C-GQRT	1982	15,000	
	Schweizer 2-33A Glider	C-FXGX	1999	15,000	
	Schweizer 2-33A Glider	C-GDXR	2001	15,000	
	Schweizer 2-33A Glider	C-FABQ	2001	15,000	
	Schweizer 2-33A Glider	C-GCLY	1989	<u>15,000</u>	
					165,000
Replacement Engines					
	Remanufactured zero time engine			\$15,200	
	Remanufactured zero time engine			15,200	
	Remanufactured zero time engine			<u>15,200</u>	
					45,600
Other Equipment					
	John Deere "Gator"		1999	\$6,876	
	Office Equipment		Various	<u>25,000</u>	
					<u>31,876</u>
			Total		<u><u>\$617,476</u></u>

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

SQUADRON LIAISON

Tom Holland, CD
Vice-President, Squadron Liaison



The Squadron Liaison executive works in a co-ordinating capacity with the Wing Chairs and League Reps to ensure that each Sponsoring Committee receives assistance, encouragement and direction from the British Columbia Provincial Committee (BCPC).

The Wing Chair role is vital to the successful operation of the provincial organization. Last year, we were well served by the following Wing Chairs:

Vancouver Island.....	Stan Harry
Lower Mainland.....	Linda Spouler
Fraser Valley/Delta.....	Tom Holland
Okanagan.....	Bob Burchinshaw
Kootenays.....	Bob MacBain
Northern.....	Stan Horton

Staff changes for this training year include new Wing Chairs in the Kootenay and Fraser Valley Wings Mr. Trevor Smith takes over the coordination for the seven Sponsoring Committees in the Kootenays, while Sherry Strutt assumes the Chair for the 10 Sponsoring Committees of the Fraser Valley.

Air Cadet League Representatives

I would like to thank all the "League Reps" who fulfill the ongoing liaison between Sponsoring Committees and BCPC executive through their respective Wing Chairs. League Reps have a key role in providing the personal contact for Sponsoring Committees to deal with League matters affecting their Squadron.

Unfortunately, however, some Sponsoring Committees perhaps do not fully understand the role of the League Rep and thus do not utilize their Reps as effectively as they might in resolving problems and/or clarifying League issues. Please keep in mind that the League Rep is, in many ways, part of your Sponsoring Committee.

This year, we will be asking League Reps to increase their supportive role of Sponsoring Committees by keeping informed of current League regulations and by attending Wing meetings and our Provincial AGM.

For those of you on the Sponsoring Committees who would like some guidance, the following are some suggestions to enhance the effectiveness of the relationships between your Rep and the Sponsoring Committee:

- Keep your League Rep informed of any important issues that may arise;
- Invite your League Rep to as many committee meetings as practical;
- Early in the training year, introduce your League Rep to parents, new members of Sponsoring Committee and the cadets;
- Make sure your League Rep is on the mailing list for all Newsletters and other correspondence;
- Invite your League Rep to attend special squadron functions;
- Recognize your League Rep in Newsletters and Special Function Programs (Annual Review program for example)

BCPC Squadron Performance Evaluations

Over the past few years, the BCPC performance evaluation process has undergone many changes. The Awards Committee met in mid- September to finalize 2001/02 Squadron and Sponsoring Committee awards as well as to review all Performance Evaluation criteria and marking guidelines. Some changes were

introduced for 2001/02, changes which we feel will improve the flow of required information and objectivity in marking in some aspects of the Annual Review.

In 1999/2000, we took steps to improve our evaluation "feed back" process. Committees now receive a constructive assessment of both their Annual Review ceremony as well as an overview of their immediate past training year performance with respect to the established criteria as published in Sections 2 and 6 (Annexes A to H) of the BCPC Administrative Manual. Sometime in early November, Sponsoring Committees will be receiving:

- (a) a copy of "Sponsoring Committee Annual Points Report" (Annex "A" to Performance Evaluation") showing a summary of points received for the various criteria categories for Sponsoring Committees
- (b) a copy of the Air Cadet League Inspector's "Comments" on the Annual Ceremonial Review (Annex D-2 to Performance Evaluation); and
- (c) A print-out showing a summary of Squadron achievement rating listing for both "Cadet Performance" and "Sponsoring Committees Performance"

It is important to understand that there is no direct relationship between "Squadron (Cadet) Performance Evaluation" and "Sponsoring Committee Performance Evaluation". Each are evaluated under different criteria.

The quality of the "Sponsoring Committee Annual Report" improved considerably over 2000/2001, especially with respect to the completion of Part 3. Part 3 is the ACL Inspector's 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 one or two Sponsoring Committee Chairs, however, who either do not bother to submit an Annual Report, submit a late report, or fail to follow the recently revised report guidelines under Part 3. Unfortunately, it is the Cadets who end up suffering in that their efforts over the past training year cannot be properly determined by the ACL Inspector who is tasked with marking the various activities.

Your Wing Chair will have a copy of your Annual Sponsoring Committee Report as well as all other information pertinent to your 2001/02 Performance Evaluation. If you have queries regarding evaluations, please contact your Wing Chairperson.



2002 Service Band with new hardware at Government House

PROVINCIAL AVIATION REPORT

Jack Henwood, BComm., MBA, CD
Provincial Aviation Coordinator



Technical highlights of our aircraft fleet operations are contained in Phil Perry's report, and a summary of 2001/2002-glider/power flying can be found in Ron Aumonier's report. Items of national interest include:

1. National Flying Study

Considerable time was devoted to the finalization of the National Flying Committee's Strategic Review of the Flying/Gliding program, and addressing the "All-Power proposal" put forward by the Quebec Ottawa Valley Provincial Committee (QPC). The following is a brief recap of these two issues:

(a) NFC Strategic Review: Flying/Gliding Program (Joint Flying Study):

After three plus years of preparation, the final NFC Sub-committee Joint Flying Study was submitted to Board of Governors in November 2000. The Report contained some key recommendations to resolve some of the identified problems with the Air Cadet Gliding Program (ACGP) as well as some recommendations for improvements to the other aspects of the flying and aviation program.

The essence of the Joint Flying Study finding was an endorsement of the existing flying program. It also validated the glider program as an important part of the air cadet flying experience and an integral and unique part of the air cadet flying program.

The final NFC Joint Flying Study Report was approved by the National Cadet Air Operations Officer and by all Provinces **with the exception of Quebec and Ottawa Valley Provincial Committee (QPC)**. The thrust of the QPC position is that the Air Cadet Glider Program is not the best way to achieve the League's objectives. From their perspective, an All Power Program would be more beneficial in terms of a "valued-added air experience" in the Eastern Region.

QPC claim that surveys and studies completed by the QPC Flying Committee over the last four years confirm their position, and therefore it is their desire to opt out of using gliders and move to an "all power" program (power familiarization and power scholarships) for their Region (Eastern).

To satisfy QPC dissatisfaction with the NFC Joint Study report and its recommendations, and QPC's insistence that an "all power option" should be evaluated in more depth, our National President, with concurrence of our Board of Governors, convened another ad hoc committee dubbed "Study Group 2(SG2)", comprised of three League and three military members. The mandate of the SG2 was to evaluate and present the reasoning for implementing an "all power" program in Eastern Region.

The final SG2 report was presented at the Semi-Annual General Meeting in November, 2001 and received approval from the Board of Governors to be forwarded to NDHQ for their review and consideration for implementation of an All Power Program in eastern region. Because the proposed course of action would deviate substantially from the existing National Flying Program, the agreement of our military partners was a prerequisite.

(b) "All Power Option" – NDHQ Response:

In June 2002, LCol Gaboury, DCdts(Air), presented NDHQ's response to the QPC all-power option proposal. This document, entitled "**All Power Option Report – Flying as Part of the Air Cadet Experience**", is in excess of 140 pages (French and English) of text, graphs, statistics and other supporting data.

Under cover of my letter dated 09 August 2002, BCPC distributed excerpts from this report to all Sponsoring Committees, Squadron COs, and Air Cadet League

members in BC. The costs of reproducing the full document were prohibitive, but the extract that was sent adequately covers the salient findings and clearly establishes NDHQ's position on the "all-power" matter. It was distributed in advance of our AGM to allow you time to review the report as well as minimize the printed material "hand-outs" and reports at the AGM. For those of you that do not have a copy of the NDHQ report extract, and would like one, please contact either the BCPC office or myself. To summarize NDHQ's position with respect to the "implementation of an all-power Program in Eastern Region":

"The All-Power proposal be rejected and that the status quo, which includes Gliding and Power as complementary components of a strong National Flying Program, be maintained";

"That the Air Cadet League provide sufficient equipment (tow a/c, gliders, winches,) to the Regional Cadet Support Unit (Eastern) as soon as possible as per League obligation under the MOA." (Note: an apparent primary reason for Eastern Region's difficulty in meeting their glider familiarization flying mandate is their lack of having sufficient equipment);

"Any further submissions on this issue to DCdts or the VCDS would meet with a similar reply. Moreover, the Chief of Defence Staff also concurs with the report conclusions".

In other words, from DND's perspective, it is business as usual with respect to gliders and the glider program - at least for the foreseeable future.

2. Memorandum of Agreement (MOA).

The MOA is the contractual agreement between the Air Cadet League 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. Fundamental in the agreement is the Air Cadet League's obligation to provide sufficient equipment (gliders, tow a/c, winches, support vehicles) to enable the RCAOpsO and his staff to meet their mandate of providing one glider flight per cadet per year.

BCPC, with the financial support of past and current Sponsoring Committees and cadets, have met and will

continue to meet our obligation.

In addition, the MOA establishes the aircraft rental rates that DND is to pay for glider and tow aircraft during the conduct of the Summer Glider training. In 1999/2000, the MOA underwent extensive review, resulting in a new five-year agreement for the period from March, 2001 to March, 2006. In April, 2002 there were two amendments were agreed upon:

(a) The required coverage for Aircraft "combined liability insurance for bodily injury and property damage" was reduced from \$5 dollars to \$2 million. This drop in coverage was an option the League elected as an alternative to having pay the huge increase in insurance premiums subsequent to "9/11". Even with this drop in coverage, insurance premiums increased considerably for 2002/03;

(b) Rental rates that the League charges DND under the MOA for use of our aircraft during the summer glider program was increased from \$21.65 to \$24.93 per hour for gliders, and from \$36.08 to \$41.54 for tow aircraft - about a 15% increase for both. In effect, our military partners "stepped up to the plate" to help offset the increase in our aircraft insurance costs!

3. 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 132 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 90 total aircraft, current National SIRP schedule calls for approximately nine aircraft per year to undergo SIRP. The cost to run the SIRP is a shared one with our DND partners in accordance with the MOA. Air Cadet League SIRP 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 Air Cadet League's financial obligation for parts

and material for year 2001/02 nine aircraft (including two from BC) that underwent SIRP was within the \$63,000 2001/02 National SIRP budget. BC's current SIRP assessment is around \$9,000 annually. For 2002/03, the National SIRP budget has been increased to \$7,500 per aircraft or \$67,500 for the next nine aircraft scheduled.

4. Replacement Tow Aircraft:

As mentioned above, the SIRP program, administered by a very professional maintenance staff at Comox, has been a key factor in keeping our aircraft in first class condition for the foreseeable future.

However, there will no doubt come a time when we may have to replace one or more of our L-19 tow aircraft (damaged beyond economic repair, for example). BCPC Executive have been cognizant of this for some time now and have asked our Regional Cadet Air Operations partners to assist in identifying a suitable replacement aircraft.

The L-19 has proven to be an excellent tow plane, but has limited seating, is in relatively short supply, and could be quite expensive if one could be found in good condition. BCPC preference is for a four-seat, dual role aircraft that could be used for glider tow and power familiarization flying.

Coincidentally, the replacement tow aircraft issue was raised at the National AGM in June of this year and is viewed as a high priority. LCol Gaboury, DCdts(Air), has asked the NFC to undertake an evaluation for the purchase of the "tow-plane of the future"; i.e. past the useful life of the existing Scouts and/or L19s.

5. Power Familiarization Flying:

Last training year RCAOpsO introduced a new reporting system by which Squadron COs report power familiarization (fam) flying done by their respective Squadrons on a monthly basis. At my request, this information is passed to the PAC.

If you interested in statistics: from Jan'02 to June'02, there were **357** power hrs flown, **363** power flights, with **782** cadet power fam flights (about **25%** of the **3268**

2002 Annual Review cadet strength of the Province). About **60%** of our Squadrons (**31 of 52**) provided power fam flying -- which means 40%, did not! Participation in power fam flying at Squadron level ranges from very good to non-existent. If the results of the past NFC flying program surveys can be used as an indicator, "lack of funds" is no doubt the primary reason for those Squadrons that do not participate. However, I urge those Squadrons to do all they can to provide their cadets with some level of power fam flying, which is an important complimentary component with glider flying to our flying program.

6. Re-registration of Aircraft:

On 05 March 2001, BCPC was incorporated under BC Society Act. At that time, our aircraft were registered with Transport Canada under the "Air Cadet League of Canada, BC Committee", an unincorporated society. One of the primary reasons for incorporation was concern over protection of our major assets (aircraft fleet) in the event of lawsuits as an unincorporated entity. While being incorporated does not guarantee 100% protection, it does offer a greater level of comfort. I am pleased to report that our five (5) L19s and eleven (11) gliders are now re-registered with Transport Canada under the new incorporation.

I had the privilege to be the Air Cadet League Representative at the Graduation and Wings Parade held on the 15th of August at Comox. The exceptional performance of the cadets on the Parade Square made me wonder if they had really been practising drill most of the summer rather than flying airplanes!

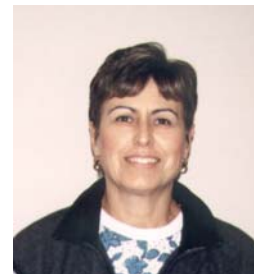
This year's grad class had the distinction of not only having BC's Lieutenant Governor and newly appointed 19 Wing Honorary Colonel, Iona Campagnolo, in attendance, but also having their Power and Glider Wings presented by General Ray Henault, Chief of Defence Staff. It was quite an impressive parade!

Finally, I would like to acknowledge another safe and productive flying year for BC cadets. The staff of Regional Cadet Air Operations and Regional Gliding Centre are to be commended.

My thanks to the other members of the PAC for their valued advice and contribution over the past year.

EFFECTIVE SPEAKING PROGRAM

Gladys Jarvie, RN, CPN(C)
Co-ordinator, Effective Speaking Program



The ongoing promotion of the Effective Speaking Program in all six Wings has been both rewarding as well as a challenge. I am pleased to report that, once again, we had every Wing represented at the Provincial Competition last April.

The standard of Cadet speakers continues to improve, thanks to your support at the Squadron level of the Sponsoring Committees, the Squadron Staff, Toastmasters Clubs and, of course, the Cadets. It is only with their continued support that this program will remain a success.

The winner of each Wing effective speaking competition was presented with a cheque for \$100.00 when they competed at the Provincial Competition, a special incentive that was started two years ago.

The winner of this year's Provincial Competition was WO2 Ryan Sumal (from 637 Arrow Squadron, Burnaby). He went on to represent British Columbia at the National Competition, which was held in Niagara Falls in June. WO2 Sumal spoke in a very mature and professional manner. We were all very proud of his effort. The National Effective Speaking Competition winner, however, was a French-Speaking Cadet from Quebec.

Last year the decision of how many Cadets from individual Squadrons were permitted to compete at the

Wing level competition was left to the Wing Chair. This allowed more Cadets to participate in some of the smaller Wings. This opportunity for greater Cadet participation will improve the challenge to all Cadets competing in the competition. I would suggest that the decision concerning the number of Cadets permitted to compete at the Wing competition be reviewed on a yearly basis, based on the number of cadets interested in competing.

In future Wing competitions I would strongly encourage each Squadron to send a representative. By doing this the Cadets get the opportunity to develop their speaking skills, and a chance to participate in the Provincial competition. The development of good communication skills with our Cadets is our prime objective. Our Cadets are our future leaders, and great leaders are effective speakers.

Some of the Effective Speaking 2003 information will be given to each Squadron at the Annual General Meeting or mailed to them if not in attendance. This package contains the condensed rules and regulations, and the 2003 topics for the prepared speeches. This information, in much greater detail, is available on the Internet at: www.aircadetleague.com

If you have any questions or require assistance please feel free to contact me through your Wing Chair or the BCPC office.



Effective Speakers admiring a glider at the National AGM

Special Thanks must go to the Cadets who represented their respective Wings at the provincial competition:

Okanagan Wing	Cpl Siobhan McManus 243 Ogopogo Squadron
Northern Wing	AC Lillian Biggler 899 Vanderhoof Squadron
Kootenay Wing	WO2 Robert Crockett 581 Castlegar Squadron
Fraser Valley Wing	Sgt Daniel Bickford 828 Hurricane Squadron
Vancouver Island Wing	Sgt Brennan VanTine 676 Kittyhawk Squadron
Lower Mainland Wing	WO2 Ryan Sumal 637 Arrow Squadron

- ★ Mr. Bill Batchelor, Members of the B.C. Provincial Committee, and the Wing Chairs.
- ★ Dr. Irene Evans of the Richmond Toast-masters Club for her assistance with the Youth Leadership Program and providing judges for the provincial competition.
- ★ All the Toastmasters Clubs in the Province who helped with this program, teaching and judging competitions
- ★ Ms. Joanne Lemay and the Staff of 907 White Rock Squadron for their assistance in hosting the Provincial Competition.
- ★ Every Squadron Staff and Sponsoring Committee member who assisted in this very worthwhile program.

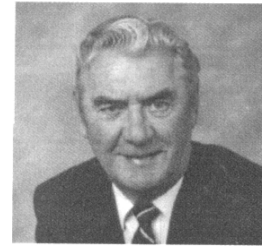
I would also like to extend Special Appreciation to :



Provincial Effective Speaking Winners competing at the National AGM in Niagara Falls

REPORT ON THE AIRCRAFT FLEET

P. S. (Phil) Perry, CD
Technical Advisor



The usual heavy maintenance program was carried out on our L19 tow aircraft and 2-33 gliders over the winter of 2001 and 2002. Major projects included:

(a) Structural Inspection and Repair Program (SIRP) on glider C-GDXR:

This requires disassembly, inspection, repairs and modifications as required, corrosion control, non-destructive testing, re-fabricing, re-assembly, re-painting, weight and balance and finally flight testing. This program is scheduled for every ten years on the gliders and the L19 aircraft.

(b) L19 Aircraft Rewiring:

This was completed on C-FTAL along with instrument panel and circuit breaker panel modifications to match the remainder of the fleet. New engine cowlings were installed, as well as dual instrumentation. This project completes the re-wiring of all the L19's as well as commonality in cockpit configuration.

All L19's now have dual instrumentation, rear cockpit flap switches and rear cockpit radio transmit buttons making scheduling of proficiency and check flights much easier and more cost effective. It is no longer necessary to move dual-controlled aircraft around the province as all tow planes now have this capability.

The remaining aircraft were all put through the usual winter works program of inspection, repairs, replacement of components and parts as required, modifications and painting.

(c) Glider Acquisition:

C-FABQ was purchased in Ontario, and was delivered to Comox in the new covered trailer provided by DND in May 2002. Inspections and necessary maintenance were carried out and the glider is serviceable for the fall program.

(d) Glider Re-Build:

C-GCLY was written off by the Insurance company as it was classified as being beyond economical repair after a hard landing on June 10, 2001. The British Columbia Provincial Committee purchased the damaged glider for \$3,000. Our maintenance personnel then repaired the damaged fuselage with local resources (no labour costs) and re-covered with new fabric and dope. The wings were x-rayed by DND and certified serviceable by a structural engineer and the aircraft was returned to service.

(e) Replacement of Radios:

The old radios used in the gliders have been obsolete for some time now, and it was becoming more and more difficult to service them. This year, the BCPC purchased twelve state-of-the-art radio sets (ICOM A4) at a total cost of \$10,500.

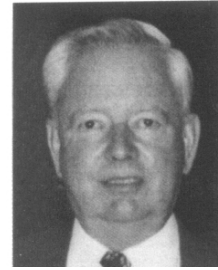
The British Columbia Provincial Committee now owns and operates a total of eleven Schweizer 2-33 gliders and five Cessna L19 aircraft. These are all maintained in first class condition by the RCA Ops O, LCol Tom Byrne and his staff at CFB Comox.



Our newest glider, GDXR, taking off at CFB Comox

POWER FLYING AND GLIDING OPERATIONS

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



Once again, the flying and gliding programs were successfully completed this year with no significant problems at either. A total of 68 cadets earned the right to wear wings on their uniforms!

The new Memorandum of Agreement between the Department of National Defence and the Air Cadet League covering flying operations provides financial compensation for squadrons which have their familiarization flying cancelled due to weather or equipment problems. That squadron will then be provided with funds for power flying, provided that the unit had attempted to fly that day and been cancelled.

The statistics for the flying year show a total of 8,093 flights. These include 3,908 familiarization flights and 1,693 proficiency, conversion and upgrading flights, and 91 were used to transit gliders from location to location.

In July and August, the fleet was kept at Canadian

Forces Base Comox, the location of the Glider School. A total of 1,991 flights were flown for cadet flying instruction and 34 cadets met the requirements for the Air Cadet Glider Wings and the Transport Canada Glider Pilots License.

Unfortunately, eight cadets did not complete the course for various reasons and were returned to their home units. Additionally 86 flights were used as air experience flights for cadets attending the Introduction to Aviation Course.

The power flying scholarship course operated out of Comox. The cadets did their training at Courtenay and Campbell River. Unfortunately, one cadet did not graduate. A total of thirty-four cadets graduated and received their Transport Canada Pilot License.

Under the supervision of LCol Byrne and his air and ground staff, a very successful summer training program was conducted.



Our newly enlarged hangar at CFB Comox

PROVINCIAL AWARD WINNERS 2001 - 2002

The busy schedule of this year's Annual General Meeting, together with the equally busy schedules of our most senior cadets, does not permit us to present awards during the Saturday luncheon this year. These awards and trophies will be awarded on an appropriate parade night at the home squadrons.

The British Columbia Provincial Committee wishes to congratulate the following award winners for their outstanding performance during the past year:

<i>Trophy</i>	<i>Award</i>	<i>Recipient</i>
Geoff Richards Trophy	<i>Top Advanced Leader</i>	Sgt Nathaniel Blackmore 754 Phoenix Squadron Port Moody
Chuck Sixsmith Trophy	<i>Top Flying Training (Power)</i>	FSgt Scott Elgert 819 Skyhawk Squadron Delta
Billy Bishop Trophy	<i>Runner-Up Flying Training (Power)</i>	WO2 William Houghton 223 Red Lion Squadron Vernon
Ivan B. Quinn Trophy	<i>Top Flying Training (Glider)</i>	FSgt Jennifer Mitchell 583 Coronation Squadron Maple Ridge
Cherie Hall Trophy	<i>Runner-Up Flying Training (Glider)</i>	Sgt Aidan Kyne 819 Skyhawk Squadron Delta
Beatrice Large Trophy	<i>Top Exchange Cadet</i>	Sgt Christopher King 135 Challenger Squadron Vancouver
B. O. Mayne Trophy	<i>Top NCO</i>	To Be Announced
Chairman's Trophy	<i>Top Athletic Award</i>	Cpl. Melissa Marshall 103 Thunderbird Squadron North Vancouver
Peter Wing Trophy	<i>Top Technical Training</i>	Cpl. Mei-Wai Wong 111 Pegasus Squadron Vancouver
Ex Air Gunners' Trophy	<i>Top Air Traffic Controller</i>	Sgt. Miranda Crossman 386 Komox Squadron Comox
A. D. Bell-Irving Trophy	<i>Top Large Drill Team</i>	583 Coronation Squadron Maple Ridge
A. W. Carter Trophy	<i>Top Small Drill Team</i>	521 Aurora Squadron Mission
B.C. Band Trophy	<i>Top Band</i>	386 Komox Squadron Comox
Clarke Rose Bowl	<i>Top First Aid Team</i>	676 Kittyhawk Squadron Sidney
Nancy Tsangaris Trophy	<i>Effective Speaking Winner</i>	WO2 Ryan Sumal 637 Arrow Squadron Burnaby

AIR CADET STATION ALDERGROVE

*Tom Holland, CD
Vice-President, Squadron Liaison*



NRS (Naval Radio Section) Aldergrove consists of a collection of 40- to 50-year-old buildings on an environmentally sensitive 1,400-acre site roughly one mile north of Aldergrove centre, in the Township of Langley. Previously named HMCS Aldergrove, and Canadian Forces Station Aldergrove, the site is used by the Canadian Navy as a radio listening post (or antenna farm) and a communications conduit.

Plans to automate the Aldergrove site were formulated four or five years ago, and the Navy removed all permanent personnel from the site at the end of August, 2002. The adjacent PMQ's (comprising a street of single-family dwellings as well as a few blocks of townhouses and/or apartments) will continue to be occupied by Forces personnel or associated organisations.

The Navy wished to retain ownership of the land (through the Base Commander, Canadian Forces Base Esquimalt), but intended to demolish any buildings which were no longer required in order to save on operating costs. However before doing so, Esquimalt convened a meeting of "stakeholders" in mid-2001 to explore whether any groups would be interested in leasing the affected buildings. The meeting was attended by some 20 parties, including Township officials, civilian groups, militia, and representatives from the Air Cadet League, British Columbia Provincial Committee (BCPC).

As it turned out, the only party interested in leasing the Barracks Block (Building #4) was BCPC and negotiations took place over the next year regarding the costs involved. It was very difficult to project operating budgets since the buildings have never been separately metered and since the level of use and revenue potential could not be assessed with any degree of reliability.

On the other hand, these facilities would cost over \$2 million to replace, and it not did seem to be sensible to destroy them when Air Cadets in British Columbia need additional accommodation for local training and summer camps. BCPC therefore proposed that a

number of buildings be leased to them for a trial period of two years during which time costs would be shared between the Base and the League. The two-year window would then provide an opportunity to measure the economic viability of the proposal on a permanent basis.

The Base Commander, CFB Esquimalt, generously agreed to this proposal, and a Memorandum of Understanding was signed between the Base Commander and BCPC effective September, 1st, 2002. This Agreement covers exclusive use of the Barracks Block (Building #4), the Headquarters Building and the Officers' Mess (Building #2), and shared use of the Drill Hall (Building #5.)

The agreement does not include any of the surrounding acreage outside the security fence which is ecologically sensitive. DND has spent over \$1.5 million on protecting the stream habitat which crosses the base, making this the most stringently controlled site in DND's national inventory. Nevertheless, there still remains fairly large areas surrounding the leased buildings which are suitable for sports and drill.

Building #4 is a large structure, roughly 17,000 square feet, containing a commercial kitchen, two large dining rooms, extensive washroom and laundry room facilities, a basement area, and over 30 bedrooms.

The dining rooms and basement area can also be used as classrooms; classroom facilities are also available in the Headquarters Building and in the Drill Hall.

While the Barracks Block and the Headquarters Building are held exclusively for Air Cadets, the use of the Drill Hall is shared with other units using other buildings on the Aldergrove base, including the 15th Field Regiment, Royal Canadian Artillery, Army Cadets from the Royal Westminster Regiment, and Sea Cadets. Furthermore, when not required for Air Cadet training, the Barracks Block may be used for other cadet groups.

The Facilities Manager, in conjunction with the

Township of Langley Fire Marshall, has estimated the total capacity of the Barracks Block at 88 cadets and 16 officers, and the kitchen and dining rooms can comfortably accommodate this number. Each cadet bedroom will be equipped with two bunk beds, while officers rooms will contain two single beds.

Air Cadet Station Aldergrove is intended to be used for training exercises which require barracks accommodations, food services and/or meeting facilities. Such uses include (but are not limited to):

- BOQ/MOC courses for Officers (particularly weekends);
- Regional Flight Simulator Centre;
- Conferences for Officers;
- Accommodations for transient personnel;
- Band Clinics;
- NCO Courses;
- First Aid Competitions;

- Individual Squadron Training Weekends;
- Survival Courses;
- Squadron visits from the Okanagan, Kootenay, Northern and Island Wings;
- Honour Band (Spring Break);
- Wing Meetings
- Scholarship Review Boards;
- Mess Dinners;
- Rentals to associated civilian groups

Various occupancy plans are available for Air Cadet Squadrons including a full range of services from sleeping bags and do-it-yourself meals to full provision of linen and meals. First consideration is given to Pacific Region proposals and Air Cadet Squadrons.

For full information on availability and costs, please contact the Manager of ACS Aldergrove, Svend Raun, at

aldergrove@aircadetleague.bc.ca



Barracks and Mess Hall



Aerial View



Barracks from 272nd Street



Drill Hall



Barracks Entrance

Hey Mister!

*I was given a name when I was born
By age of twelve, my life was torn.*

*How could I glow as bright as a candle?
Not sure I was right for such a handle.*

*Stretching out upon the lawn
The gliders sailed by in early dawn.*

*Clouds captured my thoughts and took me real high
Air Cadets! I think I'll try!*

*I joined at once to play the game
Only to find you took my name.*

*You called me things I'd never heard
AC two to LAC, just name the bird!*

*Corporal, Sergeants, one with Flight
Then onto Warrant two and one.*

*I've been to Basic, Gliding, SLC
You've Exchanged me across the sea.*

*You called me old
And Aged me out.*

*I turned my back and took my pride
Only to parade on the returning tide.*

*You had more names, t'was just my luck
CI at first and then Off Cadet.*

*Lt the second then on to first
Captain and Major quenched the thirst.*

*Nicknames followed these too
TrigO, AdminO, SuppO, CO.*

*I had them all as I soared high with you
Just helping rename all the new.*

*So now that you've cloned me, and I've done my best
You'll see your own faces in all of the rest.*

*But the pleasure I got marching off with my blister
Was hearing my name referred to as: **Mister!***

By Thomas G. Holland, CD