



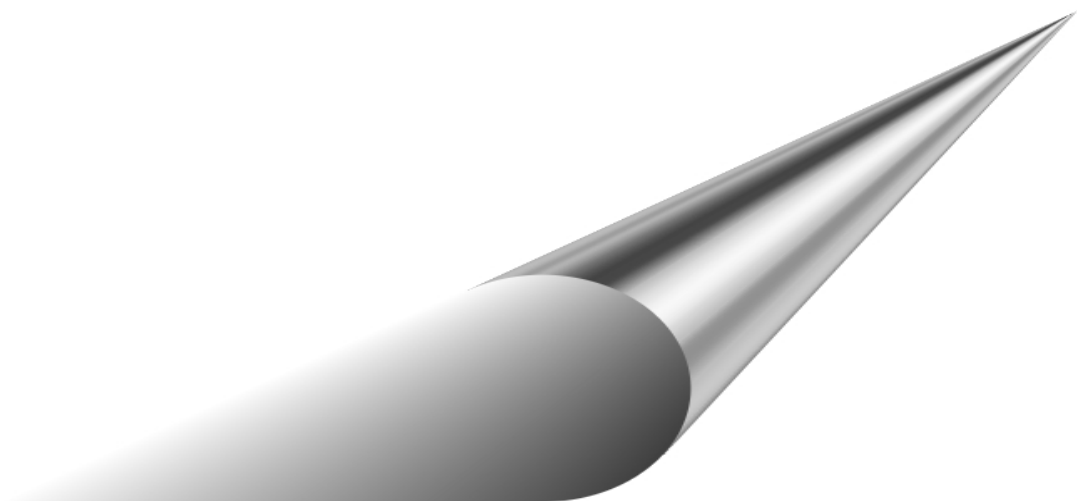
***THE AIR CADET LEAGUE OF CANADA***

BRITISH COLUMBIA PROVINCIAL COMMITTEE

# ***ANNUAL REPORT***

***2003/2004***

**“A Foundation for the Future”**



# PRESIDENT'S REPORT

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

*President*

*Air Cadet League of Canada*

*British Columbia Provincial Committee*



This year sees the culmination of the BCPC's restructuring plan over the past five years to rectify structural and administrative problems within the Air Cadet League on the provincial and national levels, and it constitutes a significant change in the way we operate here in British Columbia. The major factors which forced this restructuring included:

- the unacceptable degree of legal liability to which our members and assets were exposed;
- the provincial government's requirement to incorporate our Sponsoring Committees;
- the lack of any sinking fund to replace our aircraft fleet as required (a problem we have faced for over 35 years without resolution);
- the requirement to purchase a sixth towplane due to increased cadet enrolment throughout the province;
- the lack of funding on the national level which prevents it from carrying out its responsibilities; and,
- the increasing level of administrative support that Sponsoring Committees need to be effective.

At the outset of our Partnership, the Canadian Forces and the Air Cadet League undertook specific responsibilities in supporting the cadet program. Over the past thirty years, the Canadian Forces have made huge improvements in their contribution, including: the evolution of the CIC as a separate, professional branch of the CF; the involvement of CF recruiting system; the creation of Regional Cadet Instructor Schools with a full complement of courses; the development of very detailed cadet training syllabi and standards; and the establishment of large number of summer camp courses. The League, on the other hand, has changed very little, and while individual Sponsoring Committees have provided outstanding service over the years, the provincial and national levels have not kept up to changing economic and social conditions.

The root of the League's problems on these levels can be traced to a single cause: the lack of a sound business foundation to provide the required services. Despite taking on increasing levels of support (including the provision and maintenance of aircraft), the provincial and national levels have never put funding formulas in place to pay for these services; instead both levels were expected to exist on charitable donations.

However, such philanthropy is getting increasingly difficult to attract. There are now over 80,000 charities in Canada, and the Air Cadet League does not present a needy image: our cadets are not ill; most are not poor; and all receive federal support. As a result, our entire organization has been under increasing financial pressure at the same time as the costs of flying operations, quarters and legal defence rapidly escalate.

The structural aspects of the BCPC plan are nearing completion. Protection against legal liability has been arranged as much as it can be; the incorporation program is complete and the ownership of our aircraft fleet has been transferred into the name of the new BCPC Society; the provincial manual has been rewritten and modernized; our insurance policies have been clarified to include ALL Sponsoring Committee members and volunteers; the Screening Program is now in full effect; and a Compliance Officer has been engaged to assist Sponsoring Committees in keeping current.

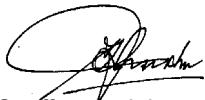
The final step in this restructuring is the adoption of a provincial financing formula to support these changes; thus, the 2004/2005 budget is, from my viewpoint, the most important issue of this year's AGM. For the first time, this budget contains provisions to acquire and replace aircraft over the long term, to partially fund the national level (initially only with legal defence, although a full funding program initiated by BC is under consideration), and to increase the level of administrative assistance given to Sponsoring Committees.

To accomplish this, a significant increase in the Operating Assessment invoiced to Sponsoring Committees is necessary, to the level of \$75 per cadet per year. In order to pay this assessment, thereby supporting the provincial and national levels of the League, many Sponsoring Committees will find it necessary to institute voluntary Sponsoring Committee Registration fees, an innovation which has resulted in much discussion not only in BC, but right across the nation.

Providing a sound financial basis for our operations is also critical in terms of future trends. In the past, when the League could not afford to provide its share of services under the partnership, DND was forced to take over these responsibilities, including the recruiting of officers, rising insurance premiums, and increasing levels of aircraft maintenance. But I think all of us now understand the increasing difficulties we will face in the provision of Squadron quarters, legal defences and expert advice, areas where the Canadian Forces cannot step in, and where our contribution is truly essential. Furthermore, we absolutely must initiate an endowment and legacy program to ensure that future generations do not have to wrestle with the same problems. The unacceptable alternative is that our cadets will find more-and-more of their training time being diverted to less-and-less successful fund-raising activities.

Under these circumstances, the financial condition of the League at this point tends to overshadow the other important issues we are currently dealing with, including the creation of new Air Cadet Squadrons, the increasing scope of the Effective Speaking program, advances in Public Relations, preparation for Scholarship Review Boards, support for music programs, training sessions for the Wings and RCIS courses, Squadron evaluations, compliance with regulatory bodies, discussion of insurance coverage, and nominations for Honours and Awards - issues that will occupy the majority of our time at the Annual General Meeting.

The new British Columbia Provincial Committee was built on the belief that our prime responsibility is support of the Sponsoring Committees throughout the province, and every member of the BCPC is completely committed to that purpose. By doing so, we hope we can acknowledge and honour the absolute dedication displayed by Sponsoring Committee members in cities and towns across British Columbia, for the benefit of all our children. I sincerely hope this aim will guide our deliberations this weekend.



Geoffrey L. Johnston  
President

**AIR CADET LEAGUE OF CANADA,**  
**BRITISH COLUMBIA PROVINCIAL COMMITTEE**

**BUDGET AND OPERATING ASSESSMENT - 2004/05 (Revised)**

	<b><u>ACTUAL</u></b> <b><u>2000</u></b>	<b><u>ACTUAL</u></b> <b><u>2001</u></b>	<b><u>ACTUAL</u></b> <b><u>2002</u></b>	<b><u>ACTUAL</u></b> <b><u>2003</u></b>	<b><u>ACTUAL</u></b> <b><u>2004</u></b>	<b><u>BUDGET</u></b> <b><u>2005</u></b>	
<b><u>REVENUES:</u></b>							
<b><u>Income:</u></b>							
Operatingn Assessment	\$89,330	\$105,870	\$108,745	\$114,450	<b>\$113,750</b>	(see below)	
Casino/Gaming Income	\$20,000	\$0	\$0	\$35,000	<b>\$0</b>	<b>\$0</b>	
Donations (Members/Foundations)	\$28,874	\$19,839	\$16,912	\$19,140	<b>\$14,176</b>	<b>\$16,000</b>	
Miscellaneous (Ins claims/other)	\$2,355	\$5,142	\$72	\$9,635	<b>\$6,919</b>	<b>\$4,000</b>	
Interest Income	\$4,313	\$5,640	\$2,096	\$2,074	<b>\$3,034</b>	<b>\$1,500</b>	
Glider & Tow Aircraft Rentals (DND)	\$30,544	\$36,606	\$37,355	\$43,028	<b>\$31,043</b>	<b>\$32,000</b>	
CFTA Donations/International Exch Fees	\$1,775	\$1,555	\$300	\$4,132	<b>\$3,885</b>	<b>\$4,000</b>	
<b>Total Revenue</b>	<b>\$177,191</b>	<b>\$174,652</b>	<b>\$165,480</b>	<b>\$227,459</b>	<b>\$172,807</b>	<b>\$57,500</b>	
<b><u>EXPENSE</u></b>							
							<b><u>Cost/cadet</u></b>
<b><u>Administration Exp</u></b>							
Bank Charges	\$8	\$0	\$0	\$87	<b>\$17</b>	<b>\$100</b>	\$0.03
Insurance - Office Contents	\$480	\$425	\$470	\$0	<b>\$865</b>	<b>\$900</b>	\$0.28
Insurance - Liability (Dir/Members)	\$1,000	\$1,982	\$2,459	\$4,433	<b>\$4,202</b>	<b>\$4,500</b>	\$1.38
Telephone & Fax	\$3,005	\$2,590	\$4,629	\$4,427	<b>\$3,094</b>	<b>\$3,000</b>	\$0.92
Legal (BCPC Lawyer)	\$7,094	\$20,200	\$14,296	\$12,075	<b>\$14,502</b>	<b>\$15,000</b>	\$4.59
Office (Supplies/printing/etc)	\$4,297	\$4,691	\$6,098	\$3,583	<b>\$2,997</b>	<b>\$3,000</b>	\$0.92
Postage	\$1,730	\$1,489	\$1,265	\$1,061	<b>\$1,009</b>	<b>\$1,000</b>	\$0.31
Wages (Executive Secretary)	\$12,849	\$12,245	\$12,415	\$12,701	<b>\$14,567</b>	<b>\$15,000</b>	\$4.59
CPP/EI Payroll Expenses	\$780	\$723	\$907	\$753	<b>\$1,056</b>	<b>\$1,100</b>	\$0.34
Office Equip Maint. & Purchase	\$12,848	\$4,565	\$150	\$250	<b>\$1,164</b>	<b>\$1,500</b>	\$0.46
Miscellaneous (Meetings/other)	\$1,711	\$1,737	\$4,821	\$1,748	<b>\$946</b>	<b>\$1,000</b>	\$0.31
Membership Screening/Compliance	\$1,073	\$200	\$0	\$0	<b>\$31</b>	<b>\$3,000</b>	\$0.92
Travel (Members/BCPC Business)	\$26,205	\$22,874	\$31,616	\$30,036	<b>\$30,543</b>	<b>\$30,000</b>	\$9.17
Provincial AGM	\$2,536	\$3,451	\$4,066	\$5,177	<b>\$6,300</b>	<b>\$6,500</b>	\$1.99
National ACL: AGM/SAGM	\$6,145	\$5,757	\$5,220	\$11,559	<b>\$15,032</b>	<b>\$15,000</b>	\$4.59
National ACL Insurance Fund	\$0	\$0	\$0	\$0	<b>\$3,268</b>	<b>\$3,270</b>	\$1.00
<b>Total Adm Exp</b>	<b>\$81,761</b>	<b>\$82,929</b>	<b>\$88,412</b>	<b>\$87,890</b>	<b>\$99,592</b>	<b>\$103,870</b>	<b>\$31.76</b>

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	<u>2000</u>		<u>2002</u>	<u>2003</u>	<u>Actual 2004</u>	<u>BUDGET '05</u>	
<b>Cadet Related Exp:</b>							
Insurance - cadets	\$4,823	\$7,041	\$6,479	\$7,739	<b>\$8,766</b>	<b>\$9,000</b>	\$2.75
Scholarship - Continuation Flying	\$3,900	\$2,400	\$300	\$4,000	<b>\$2,915</b>	<b>\$3,200</b>	\$0.98
National Awards (I ACE)	\$0	\$1,600	\$2,000	\$2,025	<b>\$2,025</b>	<b>\$2,500</b>	\$0.76
Scholarship - Founders	\$1,000	\$1,000	\$3,000	\$2,000	<b>\$2,000</b>	<b>\$2,000</b>	\$0.61
Scholarship - Other	\$75	\$0	\$0	\$0	<b>\$100</b>	<b>\$0</b>	\$0.00
Parades & Special Events	\$0	\$0	\$0	\$0	<b>\$1,917</b>	<b>\$1,500</b>	\$0.46
Scholarship Selection Boards	\$0	\$4,106	\$4,492	\$3,122	<b>\$2,088</b>	<b>\$4,000</b>	\$1.22
Wing Chairs Expense (6 Wings)	\$0	\$2,709	\$2,016	\$1,397	<b>\$4,138</b>	<b>\$6,000</b>	\$1.83
Trophies & Awards	\$2,087	\$1,767	\$1,915	\$3,525	<b>\$2,214</b>	<b>\$2,500</b>	\$0.76
Effective Speaking & Competition	\$3,903	\$4,531	\$4,768	\$6,228	<b>\$6,578</b>	<b>\$5,500</b>	\$1.68
Other Competitions (Band, etc)	\$0	\$0	\$0	\$0	<b>\$100</b>	<b>\$100</b>	\$0.03
Promotion & Recruiting	\$6,885	\$2,550	\$2,686	\$896	<b>\$5,063</b>	<b>\$4,500</b>	\$1.38
Insurance - Aircraft (Hull/non-owned)	\$19,831	\$22,611	\$23,860	\$18,200	<b>\$32,978</b>	<b>\$35,000</b>	\$10.70
Aircraft Maintenance & Parts	\$36,451	\$50,055	\$43,566	\$26,624	<b>\$39,246</b>	<b>\$35,000</b>	\$10.70
Engine Overhauls	\$0	\$0	\$0	\$0	<b>\$23,245</b>	<b>\$25,000</b>	\$7.65
New Aircraft Funding	\$0	\$0	\$0	\$0	<b>\$0</b>	<b>\$40,000</b>	\$12.23
Aircraft Rental (Wilga)	\$0	\$0	\$0	\$0	<b>\$5,821</b>	<b>\$12,000</b>	\$3.67
Structural Inspection & Repair (SIRP)	\$0	\$8,925	\$9,326	\$0	<b>\$0</b>	<b>\$0</b>	\$0.00
<b>Total Cadet Related Exp</b>	<b>\$78,955</b>	<b>\$109,295</b>	<b>\$104,408</b>	<b>\$75,756</b>	<b>\$139,193</b>	<b>\$187,800</b>	<b>\$57.43</b>
<b>Total Expenses</b>	<b>\$160,716</b>	<b>\$192,224</b>	<b>\$192,820</b>	<b>\$163,647</b>	<b>\$238,785</b>	<b>\$291,670</b>	<b>\$89.20</b>
<b>Net Income</b>	<b>\$16,475</b>	<b>(\$17,572)</b>	<b>(\$27,340)</b>	<b>\$63,812</b>	<b>(\$65,978)</b>	<b>(\$234,170)</b>	<b>(\$71.61)</b>
Assessment fee charged /cdt	<b>\$30.00</b>	<b>\$30.00</b>	<b>\$35.00</b>	<b>\$35.00</b>	<b>\$35.00</b>		

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Cadet Strength 2003/04 Annual Reviews

3,270 (Assessment invoicing base)

Operating Assessment Calculation:

Total Expenses (costs to cover).....	<b>\$291,670</b>
<u>Less:</u>	
Revenue EXCLUDING Assessment fee.....	<b>\$57,500</b>
Total Costs to cover with Assessment fee.....	<b>\$234,170</b> (revenue required from Assessment)
Required Assessment Fee 2004/05.....	<b>\$72</b> per cadet

# CORPORATE AFFAIRS

*D. G. (Doug) Sutherland, CGA*  
*Vice President*



## ***Incorporation***

Once again we have been busy trying to sort out various issues with respect to Incorporated Societies. This was complicated this year by the introduction of the provincial Privacy Act which we had to deal with.

We are pleased to report that, with the exception of our newest Squadron 909 Peregrine in Westbank, all Sponsoring Committees have now been incorporated. This has been a daunting task and we would like to thank all the Sponsoring Committees who have contributed to making this happen.

During this past year we addressed the implications of the Privacy Act and the effect on both Membership in the Sponsoring Committee Society and Screening. As a result of that review, we developed a Privacy Policy for the provincial committee, a draft Privacy Policy for Sponsoring Committees, and a draft letter for Sponsoring Committees to send to their members. We also redesigned the Member/Volunteer Registration and Screening Application Form. It meets the requirements of the Privacy Act and also serves as a Member application form to join the Sponsoring Committee. The revised screening forms can be found in the forms section of the Administrative Manual on the website.

We produced a revised procedure with respect to the screening forms which will be incorporated into the next revision of Section 3 of the Administrative manual. Copies of these documents are included in the Annual General Meeting package. For those that do not attend the meeting, the above documents will be mailed to the Sponsoring Committee.

## ***Compliance***

As you will note in this Annual Report, the British Columbia Provincial Committee has appointed a

Compliance Officer. This position has been established to provide assistance to Sponsoring Committees with annual filings, screening and any other "Corporate" questions that may arise.

Last year we provided a guide to Sponsoring Committees with respect to incorporated societies which we have modified and added a corporate checklist to remind Committees of annual requirements. This checklist along with the memo will be given to members attending the AGM (and mailed to those who could not attend). The Compliance Officer will then be in contact with each Sponsoring Committee in this regard. For those that do not attend the meeting, the above documents will be mailed to the sponsoring committees.

## ***ACC9 and Monthly Financial Reporting***

The introduction of the new ACC9 last year was received in a very positive manner. Generally, the ACC9's were prepared correctly and once again we are pleased to report that BC was one of the few provinces that received and submitted ALL of the ACC9's to Ottawa.

As you are aware, each Sponsoring Committee is required, as per National Air Cadet League bylaws, to submit an ACC9 on an Annual Basis. We encourage you to submit the ACC9 on time, by October 31, to the BCPC office as points are awarded that go towards the Sponsoring Committee awards.

As of 2003, pages 5 and 6 were added to the ACC9 listing furniture, equipment and other assets. This needs to be updated each year and included in the ACC9 submission.

When we review Sponsoring Committee minutes that are submitted each month, we note that, in a lot of cases, the Treasurer's report quite often consists of a

listing of how much cash is in the bank account. This is not sufficient information to allow the Sponsoring Committee to make sound financial decisions. We strongly recommend that a Balance Sheet and Income and Expense Statement be presented each month. The budget numbers should also be shown on the income and expense statement.

### ***Insurance***

We continue to impress upon the National office and the insurance company, the importance of providing an Insurance summary to us so that we can, in turn, provide that information to you. As of September of this year we still have not received this document. We

will continue to press our National office to provide this vital information to us.

### ***Review Boards and Wing Meetings***

The dates have now been set for the 2005 Scholarship Review Boards and the schedule has been placed on our website. Tentative dates have also been established for the Wing meetings starting in January.

Please check the website on a regular basis to check for any updates.



*Interior of the Air Cadet Hangar at CFB Comox*



# TREASURER'S REPORT

*Jack Henwood, BComm., MBA, CD*  
*Secretary/Treasurer*



The financial information presented in this report includes a "Balance Sheet" as at August 31, 2004 (Schedule 1), a "Schedule of Fixed Assets" (Schedule 2), a "Revenue and Expense Statement" for the twelve months ended August 31, 2004 with a comparison to the prior year (Schedule 3), and a "Schedule of Changes in Financial Position" (Schedule 4).

The following table is a summary of our overall Revenue and Expense as compared to the budget that was approved at last year's AGM:

<i>Account</i>	<i>Actual</i>	<i>Budget</i>	<i>Difference</i>
Total Revenue	\$172,807	\$171,800	\$ 1,007
Administrative Expenses	99,592	93,750	5,842
Cadet Related Expenses	139,193	105,000	34,193
Net Revenue	(\$65,978)	(\$26,950)	\$39,038

Administrative expenses were about 6% over budget, although several expenses were under budget. The net overage was due largely to the increase in travel expenses related to the National SAGM/AGM, which were held in Ottawa and Truro, Nova Scotia. As noted reported in my last year's Report, the BC Committee is committed to hosting the 2006 National AGM. Historically, this event has cost other Provincial Committees around \$12,000. In 2002/03, in a pro-active measure, we felt it would be prudent to start setting aside funds to cover this event.

Therefore, as we did in 2002/03, we have allocated (expensed) an additional \$3,000 amount for 2003/04 to the "AGM Reserve fund", and transferred another \$3,000 to an "untouchable" interest bearing "National AGM 2006 Fund" (See Balance Sheet, Schedule 1). Currently this fund stands at \$9,000. Monies for this fund are held in an interest-bearing Term Deposit. It is our plan to "expense" an amount annually and add cash to the AGM 2006 Fund, until 2006 to ensure the total funds are in place beforehand.

Cadet-related expenses, or those costs which are directly related to cadet activities, totalled \$139,193 last year, which was \$34,000 (or 33%) over budget. This over-run was largely attributed to the following items:

- Aircraft Maintenance costs overage of \$4,246 (approx 10%). In August 2003, BCPC purchased a damaged 233 Schweitzer glider (CFWMT) from the Alberni Valley Soaring Assoc. (an insurance write-off) Initial estimates of the repair proved to be understated because of unforeseen structural corrosion and damage to the aircraft. However, given the added value of a 12th glider to our fleet and the dearth of serviceable 233 gliders available on the market, BCPC approved the full refurbishment of the glider with repair costs to be applied to the 2004 Aircraft Maintenance budget. Although the repair costs resulted an overrun in the aircraft maintenance budget, we now have another glider that is fully operational and one that has been repaired to SIRP quality standards
- Unbudgeted expenditure of \$5,820 for Rental of the Wilga as a 6th tow aircraft to assist in completing the Spring glider program (see Provincial Aviation Report), and \$23,245 for an engine overhaul

With regards to the engine overhaul, we had the choice of paying for it in this financial year or hold off until next year (2004/05). Our pending Gaming Commission submission tipped the scales for payment of the overhaul in this year, to in effect, help reduce our cash to expense ratio more in keeping with Commission requirements. As some of you may recall, in 1997/98 BCPC purchased six re-manufactured (new zero-time) L-19 engines from a company in Denver Colorado for \$91,200 (approx. \$15,200 each). While this eliminated overhauls for some years, all of these engines are now in aircraft and will now require scheduled overhauls themselves. Our 2004/05 and future budgets will have to include at least one scheduled overhaul per year As a matter of interest, the \$91,000 investment in engines back in 1997/98, saved BCPC



more than \$50,000 in engine overhaul expenses over the past five years

On the "Balance Sheet" (schedule 1), we continue to report the Fixed Assets at a nominal value of \$1.00. "Schedule 2" shows a list of Fixed Assets, and provides details of our assets, with our aircraft included at their insured value. The insured value of our L19s has been increased from \$75,000 to \$110,000.

Schedule 4 shows a summary of our "Changes in Financial Position" with comparative figures for the past three years and a forecast for 2005. As you can see, our current cash position is down considerably from that of last year. As you know, we held off in asking Sponsoring Committees for an increase in Operating Assessment last year to cover the planned \$26,950 budget deficit; in essence, to draw down our relatively high cash reserves to help finance 2003/04 operations. However, the \$39,000 deficit increase over the budgeted \$26,950 deficit has produced a lower than expected cash reserve situation.

With respect to "cash reserves", my view is that an organization such as ours should maintain a cash reserve of approximately \$50,000, which is about where we are now. In other words, we are as low as we should go! The cash flow budget for 2005 in Schedule 4 shows a break-even "Net Revenue" to maintain the \$50,000 minimum cash position projected for 31 Aug 2005. The budget that will be put before you today for your approval (which will determine the 2005 Operating Assessment), is a "break-even" budget. If assessment revenues are less than required in the budget, then something in our program will have to be reduced accordingly if we are to maintain a safe cash reserve position.

In our 2004/05 budget, you will note that there is a \$40,000 amount for "New Aircraft Funding". This figure should be viewed as a fixed annual amount, and has been based on a plan to have funds available to add an additional tow aircraft and to upgrade our tow aircraft fleet over the next ten years. We anticipate that this upgrade will be achieved through a balanced mix of bank financing, scheduled sale of L-19s, and project-specific fund raising. With respect to bank financing, we have obtained pre-approved borrowing

capacity of up to \$280,000 from a well-known financial institution for the purchase of a 6th tow aircraft as the first step in our 10 year plan. The "New Aircraft Funding" account would be used for debt financing as well as a source of cash to be put aside toward an aircraft replacement fund and used in accordance with our replacement plan as required.

The borrowing capacity arrangement has been structured around the equivalent value of a new Wilga aircraft. However, for any number of reasons, the Wilga may not be the choice for our 6th tow plane (at least in the short term). Regardless of the aircraft selected (be it a Wilga, another L-19 or whatever), we have a level of comfort to know there is a financial plan in place for this and future acquisitions.

We will be making a submission to Gamming Commission for a Direct Charitable Access Grant based on our financial position as at August 31, 2004. Under the new guidelines, our submission is to be in on or before November 30, 2004, with approval status known by February 28, 2005. Given the rather un-predictable nature of the Gamming Commission in the past, we have taken a rather pessimistic view on our chances and therefore, are not relying on any funds from the grant submission. However, any funds that do materialize will enhance our cash reserves for future years.

A report on the close down of ACS Aldergrove can be found in another section of the "Annual Report". From a financial perspective, all funds that were advanced from BCPC as "start up" working capital (approx \$10,600) has been fully repaid.

The "*Bill Batchelor Continuation Flying Award Fund*" is now fully funded. The \$10,000 has been forwarded to the Vancouver Foundation for Fund management. The Fund is designed to produce an annual \$500 CFTA to the Top Power Pilot at the summer Pilot Scholarship course. This year's winner was Craig Colman-Shepherd of 754 Sqn. On behalf of BCPC, I would like to thank all those who donated to Bill's Fund. It is great to know Bill will be remembered through this flying award.

**The Air Cadet League of Canada  
British Columbia Provincial Committee  
Balance Sheet  
As at August 31, 2004**

**Schedule 1**

**ASSETS**

**Cash in Bank & Investments**

VanCity-Chequing Account	\$2,585
VanCity-Casino Account	\$42
Term Deposits	\$52,964
National AGM 2006 Fund	\$9,000

<b>Total Cash &amp; Investments</b>		<b>\$64,592</b>
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**Fixed Assets**

Equipment	\$1
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<b>Total Fixed Assets</b>		<b>\$1</b>
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**Other Assets**

Accounts Receivable	\$770
GST Receivable	\$7,979
Prepaid (Deferred) Expenses	\$1,000
Inventory - Drill Manuals	\$1,641

<b>Total Other Assets</b>		<b>\$11,389</b>
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<b>TOTAL ASSETS</b>		<b>\$75,982</b>
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**LIABILITIES**

**Current Liabilities**

Cadet Awards Payable	\$4,225
National AGM Reserve	\$7,000
Accounts Payable - Other	\$1,935
GST Payable	\$860

<b>Total Current Liabilities</b>		<b>\$14,019</b>
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<b>TOTAL LIABILITIES</b>		<b>\$14,019</b>
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**EQUITY**

**Capital**

Retained Earnings	\$127,941
Current Earnings	(\$65,978)

<b>Total Retained Earnings</b>		<b>\$61,963</b>
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<b>TOTAL EQUITY</b>		<b>\$61,963</b>
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<b>LIABILITIES AND EQUITY</b>		<b>\$75,982</b>
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**The Air Cadet League of Canada  
British Columbia Provincial Committee  
Schedule of Fixed Assets  
As at August 31, 2004**

**Schedule 2**

	<u>Description</u>	<u>Registration</u>	<u>Acquisition Date</u>	<u>Insured Value</u>	<u>Total</u>
<b>Aircraft</b>					
	Cessna L-19 A Single Engine Aircraft	C-GRGS	1992	\$110,000	
	Cessna L-19 A Single Engine Aircraft	C-GKNK	1978	\$110,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGA	1973	\$110,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGF	1973	\$110,000	
	Cessna L-19 A Single Engine Aircraft	C-FTAL	1989	\$110,000	
					<b>\$550,000</b>
<b>Gliders</b>					
	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	\$15,000	
	Schweizer 2-33A Glider	C-FWMT	2003	\$15,000	
					<b>\$180,000</b>
<b>Note:</b>					
	<b>Total Insured Value of aircraft</b>				<b>\$730,000</b>
	The above figures reflect the Insured value of the aircraft assets.				
	<b><u>Other Equipment (at cost)</u></b>				
	Office Equipment			\$25,000	
					<b>\$25,000</b>
			<b>Total</b>		<b><u>\$755,000</u></b>

**Air Cadet League of Canada  
British Columbia Provincial Committee  
Income Statement for Year Ending 31 August 2004  
(With Comparative Figures for Previous Year)**

**Schedule 3**

<b><u>REVENUE</u></b>	<b>1-Sep-02 to 31-Aug-03</b>	<b>1-Sep-03 to 31-Aug-04</b>	<b>Change</b>
<b><u>Income</u></b>			
Squadron Assessments	\$114,450	\$113,750	-\$700
Gamming Commission Income	\$35,000	\$0	-\$35,000
Donations	\$19,140	\$14,176	-\$4,965
Miscellaneous Revenue	\$9,635	\$6,919	-\$2,716
Interest Income	\$2,074	\$3,034	\$960
DND Payment for Aircraft Rentals	\$43,028	\$31,043	-\$11,985
National Scholarship Fees (IACE)	\$800	\$900	\$100
Scholarship Continuation Flying	\$3,331	\$2,985	-\$347
<b>TOTAL REVENUE</b>	<b>\$227,459</b>	<b>\$172,807</b>	<b>-\$54,652</b>
<b><u>EXPENSE</u></b>			
<b><u>Administrative Expenses:</u></b>			
Bank Charges	\$88	\$17	-\$71
Insurance - Office	\$0	\$865	\$865
Insurance - Liability	\$4,433	\$4,202	-\$232
Telephone	\$4,427	\$3,094	-\$1,333
Legal Expense	\$12,075	\$14,502	\$2,427
Office Expense	\$3,583	\$2,997	-\$586
Postage	\$1,061	\$1,009	-\$52
Wages	\$12,701	\$14,567	\$1,866
CPP & EI Expense	\$753	\$1,056	\$303
Equipment Maintenance & Purchase	\$250	\$1,164	\$914
Miscellaneous Expense	\$1,748	\$946	-\$802
Screening Expense	\$0	\$31	\$31
Travel Expense	\$30,036	\$30,543	\$507
Meetings - Provincial AGM	\$5,177	\$6,300	\$1,124
National ACL- AGM/SAGM	\$11,559	\$15,032	\$3,473
National Office Funding	\$0	\$3,268	\$3,268
<b>Total</b>	<b>\$87,890</b>	<b>\$99,592</b>	<b>\$11,702</b>
<b><u>Cadet Related Expenses</u></b>			
Insurance - Cadets	\$7,739	\$8,766	\$1,026
Scholarship Continuation Flying	\$4,000	\$2,915	-\$1,085
Scholarship Founders	\$2,000	\$2,000	\$0
Scholarship National (IACE)	\$2,025	\$2,025	\$0
Scholarships - Other	\$0	\$100	\$100
Parades and Special Events	\$0	\$1,917	\$1,917
Selection Board Expense	\$3,122	\$2,088	-\$1,034
Wing Chairpersons Expense	\$1,397	\$4,137	\$2,740
Trophies & Awards	\$3,525	\$2,214	-\$1,311
Effective Speaking	\$6,228	\$6,578	\$350
Competitions	\$0	\$100	\$100
Promotion & Recruiting	\$897	\$5,063	\$4,166
Insurance - Aircraft	\$18,200	\$32,978	\$14,778
Aircraft Maintenance & Purchase	\$26,624	\$39,246	\$12,622
Aircraft (Equip) Rental	\$0	\$5,821	\$5,821
Engine Overhaul/Replacement	\$0	\$23,245	\$23,245
<b>Total</b>	<b>\$75,757</b>	<b>\$139,193</b>	<b>\$63,435</b>
<b>TOTAL EXPENSE</b>	<b>\$163,647</b>	<b>\$238,785</b>	<b>\$75,137</b>
<b>NET INCOME</b>	<b>\$63,811</b>	<b>(\$65,978)</b>	<b>-\$129,789</b>
	=====	=====	=====

**Schedule 4**

The Air Cadet League of Canada  
British Columbia Provincial Committee  
Schedule of Changes in Financial Position

	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Budget 2005</b>
Cash on Hand September 1	\$109,846	\$90,837	\$58,710	\$109,145	\$56,045
Net Income (Loss) for the year	(\$17,571)	(\$30,733)	\$63,811	(\$66,003)	\$0
	\$92,275	\$60,104	\$122,521	\$43,142	\$56,045
Increase (Decrease) in Non cash asset accounts: These are listed as "Other Assets" on Balance Sheet	(\$8,795)	\$13,256	(\$19,464)	\$14,454	\$12,000
Increase (Decrease) in Non cash liability accounts: These are listed as "Current Liabilities" on Balance Sheet	\$7,357	(\$14,650)	\$20,493	\$7,449	(\$6,000)
Sub Totals	\$90,837	\$58,710	\$123,550	\$65,045	\$62,045
<b><u>Deduct:</u></b> Trust Funds held for the Bill Batchelor CFTA Award			(\$8,405)		
Amount allocated to fund the 2006 National A G M			(\$6,000)	(\$9,000)	(\$12,000)
Funds (Cash) available as at August 31	\$90,837	\$58,710	\$109,145	\$56,045	\$50,045

# SQUADRON LIAISON

*Tom Holland, CD  
Vice-President*



## **Aldergrove**

This year, our two-year experiment at NRS Aldergrove sadly came to an end. The office and barracks buildings had been leased from Canadian Forces Base Esquimalt for use by Air Cadets, both on a weekly basis (notably by 746 Lightning Hawk Squadron), and on weekends and holidays by units from all over the province.

Aldergrove was used by the Honour Band during Spring Break for two years, and for many unit training courses, for Scholarship Review Boards, officers' training, and BCPC meetings.

These buildings, which totalled some 20,000 square feet, were operated by the Air Cadet League under an agreement with the Base Commander. During the first year, BCPC managed the facility and charged an occupancy fee which was sufficient to cover the occupancy costs, such as food, soap, linens, etc. Real estate operating costs were covered by CFB Esquimalt.

During the second and subsequent years, operating costs were to be taken over by BCPC; however, these costs were very high, as much as \$50,000 per annum, and they made the total occupancy costs too high for most Squadrons.

While CFB Esquimalt kindly agreed to a second year of covering these operating costs for us (due to the high demand demonstrated for these facilities), inspection of the buildings during that year revealed that major repairs were required to mechanical and safety systems, the costs of which were outside the budgets of either CFB Esquimalt or the BCPC.

A new armoury is proposed at Aldergrove, for use by the 39 Brigade reserve units. Building 2, the office facility and mess, will be retained to support the new

Armoury and 746 Squadron was able to continue to occupy rooms in this building as their headquarters. However, Building 4, the barracks, is no longer needed and will soon be demolished.

The Aldergrove experiment was very successful in demonstrating the level of demand for a multi-purpose live-in facility of this nature; it was also provided a graphic illustration of the actual costs in providing such facilities.

We would like to extend our appreciation to the Base Commander, Capt. (N) D. J. Kyle, for his exceptional contribution and support in this effort. And, of course, our deepest thanks to our Manager at Aldergrove, Ilona Turra, who put her heart and soul into the operation.

While we were not successful in the long run, there are now a few hundred Air Cadets who have fond memories of the courses they took and the time they spent at Air Cadet Station Aldergrove.

## **New Squadrons**

The Air Cadet program continues to expand in British Columbia: our newest Squadron, 909 Peregrine Squadron in Westbank, was chartered in December, 2003.

The Charter application has been completed for a new squadron in Port Coquitlam, proposed to be named 777 Neptune Squadron. This unit is actually up and running now, and formal confirmation is expected in the next few weeks.

The Kootenay region also has great potential for growth, and we are examining the possibility of locating a detachment of 266 Kimberley Squadron in Cranbrook, and of starting an entirely new unit in Grand Forks. Our newest League Rep in the Kootenay Wing,

Mr. Don Watt, has put in countless hours of groundwork in these initiatives.

### ***Wing Staff***

The Wing Chair role is vital to the successful operation of the provincial organization and for the creation of new units. Going into this year, we are fortunate to have the following Wing Chairs:

***Vancouver Island..... Sue Klokeid***  
***Lower Mainland..... Linda Spouler***  
***Fraser Valley/Delta..... Sherry Strutt***  
***Okanagan..... Penny Doern***  
***Kootenays..... Trevor Smith***  
***Northern..... Stanley Horton***

You will notice that we have a new Chair in the Okanagan Wing, (Mrs) Penny Doern. Penny agreed to take on this role after Bob Burchinshaw was elevated

to the Board of Governors in June, 2004.

### ***Performance Evaluations***

Sponsoring Committee and Squadron evaluations have been operating more smoothly in recent years, as we all get better at filing these reports. However, we should note that some Chairs still do not realize the importance of including a detailed list of squadron activities in their Annual Report, particularly under Part 3. This is the source (and the ONLY source) that the League Inspector can use to allocate marks on the evaluation.

The BCPC wishes to extend our appreciation to the Wing Chairs, League Reps, Sponsoring Committees and all the volunteers for their support of and dedication to the Air Cadet Movement.

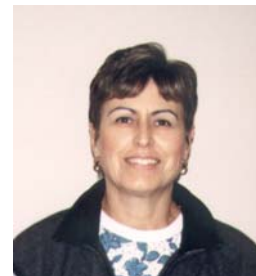


*Fraser Valley and Lower Mainland Wings at the Battle of Britain Memorial Parade, Seaforth Armouries, September 19<sup>th</sup>, 2004.*



# SPECIAL PROGRAMS

Gladys Jarvie, RN, CPN(C)  
Vice President



## Effective Speaking

Thanks to all the efforts of so many Squadrons, Sponsoring Committees, Officers, and the Wing Chairs, we had over 68% participation in the Effective Speaking Program this past year. Although there are large geographical barriers in some areas, the participation at Wing Competitions is still very good. I sincerely appreciate your support in making this program a success.

Once again there was a Regional Competition in each Wing. I strongly encourage each Squadron to send a representative to their respective Wing Competition. The winner from each Wing will compete at the Provincial Competition, with the Provincial winner going on to the National Competition.

As I say every year – you don't have to be a Cadet from a big Squadron to do well at Effective Speaking, you just have to be able to speak.

The 2004 winner of the Provincial Effective Speaking competition was **Sgt Benjamin Linkewich** from 828 Hurricane Squadron in South Delta.

Sgt Linkewich went on to represent British Columbia at the National Competition in Truro, Nova Scotia, in June 2004. This competition was very demanding, with eleven of the best Cadet speakers from across Canada. We were very well represented by Sgt Linkewich.

Information regarding the 2005 Effective Speaking Program will be given to each Squadron at this meeting. This package includes the Rules and Regulations and the Application form – with the topics for the Prepared Speech 2005.

This information, plus scoring sheets, is available on our web site ([www.aircadetleague.bc.ca](http://www.aircadetleague.bc.ca)) under PRO-GRAMS - EFFECTIVE SPEAKING.

Additional information – Organizers Guide, Planning

Calendar, Guide for Speakers, and Information for Judges - is available on the National Air Cadet League web site @ [www.aircadetleague.com](http://www.aircadetleague.com)

If you have any questions or require assistance please feel free to contact me via the B.C. Provincial Committee Office, or your Wing Chair.

Special Thanks and Congratulations to the Cadets who represented their respective Wings at the Provincial Competition.

**Kootenay Wing** F/Sgt Andrew Masuch  
531 City of Trail Squadron

**Okanagan Wing** Cpl Joseph Oorebeek  
243 Ogopogo Squadron

**Northern Wing** WO2 Hal Friesen  
396 City of Prince George Squadron

**Fraser Valley Wing** Sgt Benjamin Linkewich  
828 Hurricane Squadron

**Lower Mainland Wing** F/Sgt Michael Di Pasquale  
692 Air Canada Squadron

**Vancouver Island Wing** Sgt Michael Proir  
386 Komox Squadron

Our congratulations to ALL who participated: there are no losers in this program; only winners! I would also like to extend my appreciation to:

- ★ All the Toastmasters Clubs in the Province for their assistance with this program, teaching and judging competitions.
- ★ Every Sponsoring Committee and Squadron Staff member who helped with this program.
- ★ Mr. Geoffrey Johnston, Mrs. Gail Elgert, and all the members of the B.C. Committee for your continued support with this program.

If you have any questions or require assistance please feel free to contact me via the B.C. Provincial Committee Office, or through your Wing Chair.



*Winners of the Wing Contests*

### **National AGM - 2006**

The national Air Cadet League's Annual General Meeting is hosted by a different province every year; last year, for example, the event was held in Truro, Nova Scotia.

BC previously hosted the national meeting in 1994, and it will be our turn again in 2006, from June 15<sup>th</sup> to 18<sup>th</sup>. This is, of course, a major event in the Air Cadet calendar.

In preparing for this meeting, the BCPC asked a number of centrally located hotels to provide bids for a comprehensive convention plan, including hotel rooms for delegates, committee meeting rooms, the AGM hall, banquet facilities and a venue for the national Effective

Speaking contest.

The best bid was submitted by the *Best Western RICHMOND HOTEL AND CONVENTION CENTRE*, and this complex was recently approved by our national office.

One of the traditions of the national AGM is the entertainment evening sponsored by the host province. This provides us with a national forum in which to promote British Columbia to the other provinces.

The AGM also provides an opportunity for provincial League members, local Sponsoring Committee personnel and cadets to attend the national Effective Speaking contest.

The next national AGM will be held in Calgary, Alberta in June, 2005. The BC delegation to that meeting will present an audio-visual invitation to all of Canada to attend the 2006 AGM.



*The "Richmond Hotel and Conventioan Centre"*

*"God has provided each of us with a certain  
number of days on this earth - the time spent  
flying an airplane does not count"*

*Jack Henwood*

# PROVINCIAL AVIATION REPORT

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



The Provincial Aviation Committee (PAC) is a Standing Sub-committee appointed by the Air Cadet League, BC Provincial Committee (BCPC) Executive Committee. The PAC, although responsible to the President of BCPC, works within the guidelines and policies as set out by the National Flying Committee (NFC). All Provincial Aviation Chairs form the core of the NFC, with DND represented by a National Regional Cadet Air Operations Officer (RCAOpsO) and a National Technical Authority.

Formal meetings of the NFC were held in November, 2003 at the SAGM in Ottawa, and again in June, 2004 at the AGM in Truro, NS. Over the past year, several flying related items/issues were addressed by the NFC. Many of these items were specific to other Regions that did not (or should not) directly impact Pacific Region, and therefore are not included in this report. Other items include:

## **1. Aircraft Accidents:**

From July to September 2003 there were seven glider accidents (4 in Ontario, 1 in Quebec, 1 in NS, 1 PEI). Fortunately, there were no serious injuries, but it created considerable reaction from the Vice Chief of Defence Staff (VCDS) down as to the reasons for the rash of accidents. The Director of Flight Safety (DFS) was tasked to review the accidents to determine trends and causal factors, and to address concerns raised about the safety of the Air Cadet Gliding Program.

Several items were reviewed and some changes instituted, the most notable being the re-writing of the 242 training manual to provide improved quality standards for Glider Instructors and new formalized Instructor refresher training. There appears to have been no common thread in the accidents and it is believed that the accidents were just a "blip" in the program. Pacific Region continues to maintain its impeccable accident flight safety record.

## **2. Glider Fleet Inventory:**

The loss of the seven gliders to the National ACGP exacerbated an already acute shortage of serviceable Schweizer gliders available for those Provinces that

need gliders. A priority list for glider acquisition was established by the NFC to attempt to assure the Province in most need of a glider would have first refusal on any that came up for sale. Jerry Elias (retired National RCAOps O) has been appointed as the NFC "Aviation Asset Procurement" person, a new position to assist in locating aircraft or winches that are available for sale.

## **3. Aircraft Hull Insurance coverage:**

The insured loss/damage coverage of the L-19 tow aircraft has been raised from \$75,000 to \$110,000. The glider remains at \$15,000 coverage.

## **4. Tow Aircraft Replacement:**

The national ACL, through the NFC, and in collaboration with the national RCAOpsO, continues to look for a suitable replacement (follow-on) tow aircraft. Last year BC, through our own initiative, requested and was granted approval to evaluate the PZL-104 Wilga 2000 as a possible follow-on aircraft. The Wilga trial was to be done in conjunction with our evaluation the Wilga, not only as a possible long term replacement aircraft for our L-19s, but also as a needed additional 6th tow aircraft. At the June NFC meeting, I tabled an "Interim Assessment of the Wilga" report dated April 6<sup>th</sup>, 2004, that was authored by our RCA Ops O Wilga evaluation team.

The interim report was a very detailed evaluation of the aircraft's strengths and weaknesses based on 35 hours of a planned 50-hr trial. A final report is to be presented at the Semi-Annual General Meeting in November, 2004 in Ottawa.

The BC Wilga project continues to generate interest at the National level; however, because many provinces claim they have different "operational requirements" for their flying program than that of BC, there is some skepticism amongst provinces as to the viability of the Wilga for their particular region: in essence, the issue of cost versus the type of aircraft needed to best suit the needs of their respective flying programs.

From a BC perspective, regardless of the position of

the other provinces, National level blessing (especially from DND) will still be required to have any aircraft other than an L-19 or Scout added to the ACGP Memorandum of Agreement (which covers the operation of these aircraft).

#### **5. Glider Program "Memorandum of Agreement"**

The ACGP MOA is now called a "Contract for Goods and Services". It is a legal requirement (contract) to take into account the changes made last year with respect to DND paying for aircraft hull Insurance premiums in lieu of aircraft rental, and DND accepting full responsibility for the Structural Inspection and Repair Program (SIRP). For 2004/05, the Director of Cadets (DCdts) has increased the funding allocation to \$8,500 per SIRP'd aircraft to the Regions

#### **Wilga Evaluation**

On the provincial level, the Wilga evaluation trial has been completed. We felt this report was of such importance to BC that the entire membership should have access; therefore, a copy of the "Final Evaluation" Report" on the Wilga can be found at Annex A of this section..

Both the April "Interim Assessment" mentioned above and the "Final Evaluation" report have been forwarded to Sealand Aviation (the Wilga dealer) for their comments regarding the modifications to the aircraft that would be required before any purchase is considered.

Up to the time of this writing, there has been a very positive response from both Sealand and the Wilga Company regarding satisfying our needs with respect to the required modifications.

In the meantime, because the need for a 6th tow plane (see Annex A), arrangements were made with Sealand to rent the Wilga in late May and June to assist in completing the Spring gliding program. In addition, the agreement has been extended to rent the Wilga on an "as required" basis in order to have a 6th tow plane available for the coming Fall gliding session (subject to AGM 2005 budget approval for funds).

#### **BC's Aircraft Fleet**

In August 2003, BCPC purchased a damaged 233 Schweizer glider (CFWMT) from the Alberni Valley Soaring Club (an insurance write-off). The glider has been refurbished by our Comox team and is now fully operational. BC now has 12 gliders to support our gliding program. (See Treasurer's Report for more detail)

#### **Flying Operations**

Our Flying/gliding coordinator, Ron Aumonier, reported the following statistics on flying activities for the past training year. These statistics were provided by Pacific Region Air Operations:

<b>Glider Operations</b>	
<i>Spring Fam Gliding:</i>	<i>2,718 flights</i>
<i>Summer Scholarships:</i>	<i>2,373 flights</i>
<i>Maintenance &amp; Transit:</i>	<i>2,107 flights</i>
<i>Public Relations:</i>	<i>330 flights</i>
<i>Instructor Training:</i>	<i>348 flights</i>
<i>ITAC Familiarization:</i>	<i><u>73 flights</u></i>
<i>Total:</i>	<i>7,949 flights</i>

The Glider Pilot Scholarship course was carried out at Comox with an intake of 42 cadets (40 male, 2 female including one from Northern Region and three from eastern Region). Eight Cadets (three from Eastern Region and five from Pacific) were unsuccessful due to a lack of aptitude in meeting the Transport Canada Glider Pilots Wings standards, and were returned to their units.

Power Pilot Scholarship had an intake of 36 cadets (33 male and 3 female). Flying training was carried out at Courtenay and Campbell River flying schools. All cadets obtained their Transport Canada Power Pilot License (Private Pilot's Licence).

I would like to acknowledge another safe and very productive flying year for BC cadets. My thanks to the other members of the PAC and RCA Ops staff for their valued advice and contribution over the past year.

## **PZL-104M WILGA 2000 – FINAL EVALUATION**

(Submitted by RGS (Pacific) to BC Provincial Committee, 13 August 2004)

### **Introduction**

1. Over the past year a requirement for a new and/or sixth tow plane has emerged. This requirement is based on three factors: expanded operations (primarily in the Lower Mainland), the desirability of a four seat aircraft for more efficient glider positioning flights throughout BC and the need to identify a replacement tow plane when the L-19 becomes unsupportable. Ten aircraft were initially considered (the search was limited to certified, in-production aircraft) and the field was quickly narrowed to three candidates, the Maule, Found Bush Hawk and the PZL 104M Wilga 2000. Based on cost, availability and factory specifications, the Wilga was found to be the obvious front-runner and the evaluation program commenced as soon as an aircraft was made available and pilots checked out.

### **Evaluation program**

2. The evaluation was conducted over a period of several months between Sep 03 and Jul 04 by four senior RCAOPS (P) pilots. All four are very senior and experienced ex-military pilots (each with over 5,000 flying hours). All are former instructors who have flown a wide variety of both military and civilian aircraft. They have flown the Wilga individually, mutually and with other pilots and have completed an evaluation based on the criteria set out in the proposal presented last summer. These criteria were:

- a. Handling characteristics in all phases of flight;
- b. Glider towing abilities;
- c. Suitability for low time/inexperienced pilots;
- d. Ease and cost of maintenance;
- e. Suitability for cadet familiarization flying; and
- f. High altitude performance.

### **Overall impression**

3. All the evaluators concurred that the Wilga is a rugged, easily flown aircraft well suited to ACGP operations in BC. Specific comments relating to the evaluation criteria are as follows:

- a. Handling Characteristics - Despite being heavier and more powerful, the Wilga was found to be very similar to the L-19 in speed, control response and maneuverability. Stalls in all configurations were benign and easily recovered. Although the stall margin (relationship of stall speed to towing speed) is slightly less than the L-19, the aircraft can be easily and confidently flown at very slow speeds. Once the correct technique was learned, ground maneuverability was found to be very good.
- b. Glider tow capability - More than 50 single tows were performed in all typical locations and configurations. At moderate fuel weights (approx half fuel), the single tow climb performance was found to be approximately 20% better than the L-19 (7-750 feet per min versus 600 fpm). Take-off rolls are slightly longer but no difficulty was encountered in operating from any of the runways or strips currently utilized in BC. Due to the higher weight and power, the propwash/slipstream is more intense behind the Wilga, but not hazardous in any way. Double tow performance was done by direct comparison with an L-19, with the L-19 outperforming the Wilga slightly. It should be noted that both aircraft were found to be marginal in double tow performance (i.e., less than 300 fpm climb). Better Wilga performance could be achieved with lighter fuel loads, but with an unacceptable degradation in range.
- c. Suitability for low time/inexperienced pilots - Given that the handling characteristics and speeds are so similar to the L-19, it is not anticipated that there will be any difficulty encountered in training relatively inexperienced pilots.
- d. Ease and cost of maintenance - A detailed analysis was not done. However, while the engine and prop are more sophisticated, they are also state of the art with longer TBOs and immediate parts availability. The proximity of the dealer/AMO will also be a big benefit. While the airframe is unique (requiring metric tools, for instance) it is also new and extremely robust. Overall it is felt that the cost and overhead associated with the maintenance of a second, more sophisticated aircraft will be largely offset by the benefit of having a new/zero time engine, prop and airframe.
- e. Suitability for Cadet familiarization flying - Simply stated, four seats with unequalled visibility from each, dual controls as well as headset/intercom jacks for all seats make this an outstanding family aircraft.
- f. High altitude performance - No particular difficulty was encountered while towing from Penticton and Salmon Arm during normal (30°) summer temperatures and density altitudes.

## Additional Considerations

4. The evaluation process also revealed a number of strengths and weaknesses or suggestions in regard to the Wilga's ACGP employability. Some of the weaknesses would have to be addressed before an acquisition decision is made. These evaluation points are discussed below:
  - a. Brakes - feel "spongy", require high pedal force and will not always hold the aircraft at full power. Brake force versus braking action also seems high making it difficult to "tap" the brakes effectively when landing or taxiing. Better brakes, or at least ones that feel and function more like what we are used to in the Cessna, would be a definite improvement.
  - b. Landing Gear - The shock absorbers on the trailing link gear seems excessively soft. They compress considerably during differential braking and/or turning (even during refueling one wing drops as it is filled) and are slow to rebound. Since we will virtually never be operating the Wilga

from unprepared surfaces, the suspension needs to be “tuned” more to our type of operation, i.e. grass strips and hard-surfaced runways.

- c. Cabin Ventilation - is inadequate and needs to be substantially improved for both front and back seats. Air scoops, similar to ones installed on the L-19 side windows, should improve the airflow significantly.
- d. Emergency Door Release - while the door hinge pins can be pulled from the inside for emergency egress, in the event of pilot incapacitation, there should be an external means as well.
- e. Fuel System - the non-linear scale on the fuel gauges makes them difficult to read and to top up the tanks accurately. Gauges give erroneous readings when wings are not level (wing-sag as one tank is filled compounds the problem). Fuel sloshing during flight, even with the tanks  $\frac{3}{4}$  full, gives far too many spurious low-fuel light and audio warnings. The preferred solution would be to have four separate fuel tanks (two in-board and two out-board tanks), each with its own filler. This way the inboards could be used for local towing and the outboard tanks could be filled when necessary for longer cross-country flights.
- f. Trim - As currently rigged, there is not enough nose down trim available - full nose down trim is insufficient on final approach (65 Kts/full flap) even with forward c of g configurations (one pilot, minimum fuel). Also, it is unnecessarily difficult to trim precisely - there seems to be too much slack in the linkage and you have to switch hands on the stick. The system needs to be redesigned to correct these deficiencies and, importantly, to make trim accessible to the pilot in the right seat. The obvious and preferred solution would be electric trim or, failing that, a larger trim wheel located between the seats.
- g. Flaps - An additional flap setting (10-12 degrees) is deemed necessary for glider towing. It would also be highly desirable for the flaps to be operated from the right seat (either electric actuation or relocated flap handle).
- h. Engine monitor - since glider towing is notoriously hard on engines, an all-cylinder engine monitor (JPI EDM-800 or equivalent) should be considered essential. The downloadable data recording, programmable exceedance parameters and trend monitoring capabilities of these instruments will be invaluable in maintaining the engines in top condition and reduce overall maintenance costs and down time.
- i. Engine cowling -The cowling is difficult to remove and install, requiring two people and tools. Simplified access to the engine for daily inspections is necessary.
- j. Throttle Quadrant - the throttle quadrant is quite far away for those pilots who fly with the seat fully back. It would be desirable to move the throttle quadrant further aft to accommodate the taller pilots.
- k. Seating - A more robust, milspec seat harnesses/inertia reel restraint system is essential for all four seats. While the ergonomics of the seats are good, they take getting used to. Short/small people will have reach and forward visibility problems. A more fully adjustable seat is therefore highly desirable.
- l. Noise - The noise generated by the Wilga is different from the L-19, but similar in intensity, leading to the inevitable requirement for a muffler system.



- m. Cabin appearance - is not an issue for glider towing ops, therefore some weight and expense may be spared through deletion/substitution of the fancy headliner, leather seats and carpeting.

## **Conclusion**

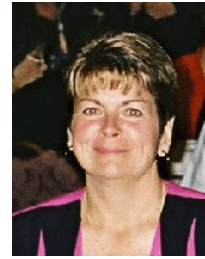
5. As previously stated, the Wilga is an excellent aircraft - modern, rugged, easily flown and well suited to ACGP operations within BC. Under all anticipated conditions (with the exception of double tows), it performs at least as well as the L-19. However, with four seats and extended range, it has an additional capability that will greatly enhance our requirement to rapidly and efficiently position gliders, personnel and parts throughout the province. It will furthermore make an outstanding aircraft for cadet familiarization flights.

## **Recommendations**

- 6. It is therefore recommended that:
  - a. The Air Cadet League consider the acquisition of one Wilga aircraft (subject to recommendation c.)
  - b. The League lease or rent the demonstrator aircraft for the Fall gliding program as an interim measure.
  - c. Before any purchase is finalized, confirm that the following modifications can be incorporated:
    - (1) Enhanced cabin ventilation
    - (2) Upgraded brakes
    - (3) Emergency exterior door release mechanism
    - (4) Fuel gauge accuracy/reliability improved
    - (5) Trim authority (nose down) increased.
    - (6) Additional flap setting (10°)
    - (7) Four point seat harnesses
    - (8) Muffler capability (STC)
    - (9) Anticipated gross weight increase approved.

## NEW POSITION OF COMPLIANCE OFFICER

*Sherry Strutt*



The program to incorporate all our Sponsoring Committees is now complete; 52 Committees are now registered and part of the process in approving new Committees requires provincial incorporation.

The question of whether we *should* be in-corporated is no longer an issue: Sponsoring Committees simply cannot conduct business to the degree required *without* being incorporated, and the liability to which their members are exposed when not incorporated is no longer acceptable.

This process has been on-going for five years now, a much longer term than was originally anticipated, and although the initial steps are now complete, we still face a number of outstanding issues for provincial reporting and federal charitable status.

These issues include permanent and regular reporting procedures for all Sponsoring Committees, transfer of any assets held in the unincorporated name, and continuous updating on changing provincial regulations concerning operation of the Committee and reporting requirements, and re-registration as a charitable society.

In addition to the provincial requirements, Sponsoring Committees are required to comply with a number of other regulations issued by various bodies, including the maintenance of income tax status as a charity through the Canada Revenue Agency (CRA), and the screening of volunteers and subsequent reports to the Air Cadet League.

These various requirements involve a much greater burden of management than had previously been the

case for our Sponsoring Committees; however, the issues of compliance with provincial and federal laws cannot be avoided. After lengthy discussions with our solicitors concerning the extent of this burden, it became clear to the Executive Committee that another level of assistance to Sponsoring Committees would be required. As a result, the position of Compliance Officer has been created at the provincial level.

This is a permanent position within our office, and the amount of work involved, as well as its scheduling, requires this position to be paid. The Executive Committee is pleased to announce that (Mrs.) Sherry Strutt has agreed to accept this position effective October 1<sup>st</sup>, 2004.

The purpose of the Compliance Officer is to assist Sponsoring Committees in complying with all applicable provincial and federal statutes and regulations. The key word in this purpose is “**assist**”; we do not believe it is enough to simply inform Sponsoring Committees of the compliance issues, as every Committee in the province is already shouldering a heavy administration burden in addition to the work they carry out in supporting their Squadrons.

The Compliance Officer will therefore be acting as another “set of hands” in helping each Sponsoring Committee with the appropriate filings.

Sherry brings a wealth of Air Cadet experience to this position, and she will be working at the BCPC office on a permanent, part-time basis starting in October. Sherry Strutt can be reached by e-mail at [sstrutt@aircadetleague.bc.ca](mailto:sstrutt@aircadetleague.bc.ca).

# HONOURS AND AWARDS

*Bob Burchinshaw, BA, MPA, OMM, CD*

*National Governor and  
Provincial Awards Coordinator*



The Air Cadet League offers a number of awards for recognition of outstanding service on both a national and provincial basis.

In the past, very few applications have been submitted for these awards, due to the written citations required, the dates these applications must be received, and the heavy workload our personnel already shoulder.

We are therefore fortunate that Mr. Bob Burchinshaw has agreed to take on the role of Awards Co-ordinator for BC. Bob will be able to help us ensure that recognition is given on a much wider and more timely basis.

Many of you know Bob through his many years as Chair of the Okanagan Wing; fewer of you probably know that he had an illustrious career in the Canadian Forces.

A former Air Cadet of 324 Revelstoke Squadron, Bob served for 37 years in the Canadian Air Force. Bob earned his gliding wings in Britain through the Royal Air Force National Air Cadet Gliding School in 1963 while attending a military course at the same RAF Base.

Bob's commitment to the Royal Canadian Air Cadets spans 50 plus years, and includes the provision of military support services to summer Air Cadet Camps, Annual Reviews, the Halifax Tattoo and the International Exchange Program to the United

Kingdom. In 1988, he retired to Kelowna with his wife and daughter. In 1989, he joined 243 Ogoopogo Squadron in Kelowna as Chair of the Sponsoring Committee, and from 1993 to 2004 he served as Chair of the Okanagan Wing.

At the 2004 Annual General Meeting in Truro, Nova Scotia, Bob was elected as a Governor of the Air Cadet League.

Bob's extensive experience in both the regular forces and the Air Cadet League provides him with a unique viewpoint on the requirements and mechanisms of applications for awards. As the Awards Co-ordinator, Bob will not be responsible for granting awards; rather, he will be available to assist our members and Sponsoring Committees in providing the necessary paperwork at the appropriate time to recognize the many worthy individuals in our organization whose work often goes unnoticed.

Section 2.1 of the national Policies and Procedures Manual (available on the BC web site) lists the various awards which are conferred by Ottawa, and the requirements for these awards.

Nominations for these awards should be forwarded to the provincial office where Bob will be able to assist nominators in fulfilling the appropriate requirements. Wing Chairs in particular should ensure they confer with Bob on at least a semi-annual basis.

## PROVINCIAL AWARD WINNERS 2003 - 2004

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 to all the recipients. 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:

<b><i>Trophy</i></b>	<b><i>Award</i></b>	<b><i>Recipient</i></b>
Geoff Richards Trophy	<i>Top Advanced Leader</i>	<b>F/Sgt Tanya Kline 259 Panther Squadron, Penticton</b>
Chuck Sixsmith Trophy	<i>Top Flying Training (Power)</i>	<b>F/Sgt Craig Colman Shepherd 754 Phoenix Squadron, Port Moody</b>
Billy Bishop Trophy	<i>Runner-Up Flying Training (Power)</i>	<b>F/Sgt Stephanie Small 754 Phoenix Squadron, Port Moody</b>
Ivan B. Quinn Trophy	<i>Top Flying Training (Glider)</i>	<b>Cpl Jeffrey Gellein 744 Cowichan Squadron, Duncan</b>
Cherie Hall Trophy	<i>Runner-Up Flying Training (Glider)</i>	<b>F/Sgt Michael Di Pasquali 692 Air Canada Squadron, Richmond</b>
Beatrice Large Trophy	<i>Top Exchange Cadet</i>	<b>WO I Jennifer Mitchell 583 Coronation Squadron, Maple Ridge</b>
B. O. Mayne Trophy	<i>Top NCO</i>	<b>WO II Duncan Chan 655 Richmond Squadron, Richmond</b>
Chairman's Trophy	<i>Top Athletic Award</i>	<b>Cpl. Kayla Fenrick 205 Collishaw Squadron, Nanaimo</b>
Peter Wing Trophy	<i>Top Technical Training</i>	<b>Sgt Ana Castrillon 754 Phoenix Squadron, Port Moody</b>
Ex Air Gunners' Trophy	<i>Top Air Traffic Controller</i>	<b>WO II Adam Denley 103 Thunderbird Sqn, North Vancouver</b>
A. D. Bell-Irving Trophy	<i>Top Large Drill Team</i>	<b>135 Challenger Squadron, Vancouver</b>
A. W. Carter Trophy	<i>Top Small Drill Team</i>	<b>223 Red Lion Squadron, Vernon</b>
B.C. Band Trophy	<i>Top Band</i>	<b>386 Komox Squadron, Comox</b>
Clarke Rose Bowl	<i>Top First Aid Team</i>	<b>223 Red Lion Squadron, Vernon</b>
S.O. Cadets Trophy	<i>Achievement</i>	<b>To be announced</b>
D'Easum Trophy	<i>Citizenship</i>	<b>To be announced</b>
Nancy Tsangaris Trophy	<i>Effective Speaking Winner</i>	<b>F/Sgt Benjamin Lenkewich 828 Hurricane Squadron, Delta</b>

## 2004 WING CHAIRS



Sue Klokeid  
Vancouver Island



Linda Spouler  
Lower Mainland



Sherry Strutt  
Fraser Valley



Penny Doern  
Okanagan



Trevor Smith  
Kootenay



Stanley Clifford Horton  
Northern

## *A Fond Farewell to a Good Friend:*



*In April, 2005, Lieutenant Colonel Tom Byrne will retire from the Canadian Forces for the second time. Following an illustrious career of some 30 years involving many flying and command tours, LCol Byrne retired for the first time only to immediately re-enlist as Regional Cadet Air Operations Officer for Pacific Region.*

*During his 15 years in that position, LCol Byrne literally changed the way the Air Cadet Gliding program is delivered in British Columbia, making it the most productive and safest operation in the nation. He established a new level of Operational Standardization within the Region to ensure a safer operation: he increased the efficiency of the Regional Gliding Program to better meet the demands of an expanding Air Cadet population; he worked with the Provincial Committee of the Air Cadet League to increase the size of the fleet and open new gliding sites; he worked with national cadet authorities to update and rewrite the Air Cadet Gliding Manual; he helped establish a National Evaluation and Inspection team to ensure regional compliance with national procedures and assisted in establishing major repair cycle on gliders and tow planes.*

*LCol Byrne was responsible for over 100,000 flights without a single serious accident. On his watch, over 1,200 cadets earned their Wings, an unequalled record in the Air Cadet program.*

*LCol Byrne was a key player in starting the search for new towplane, thereby providing a legacy for future generations of Air Cadets.*

*All of us wish our friend, and his family, the very best.*