

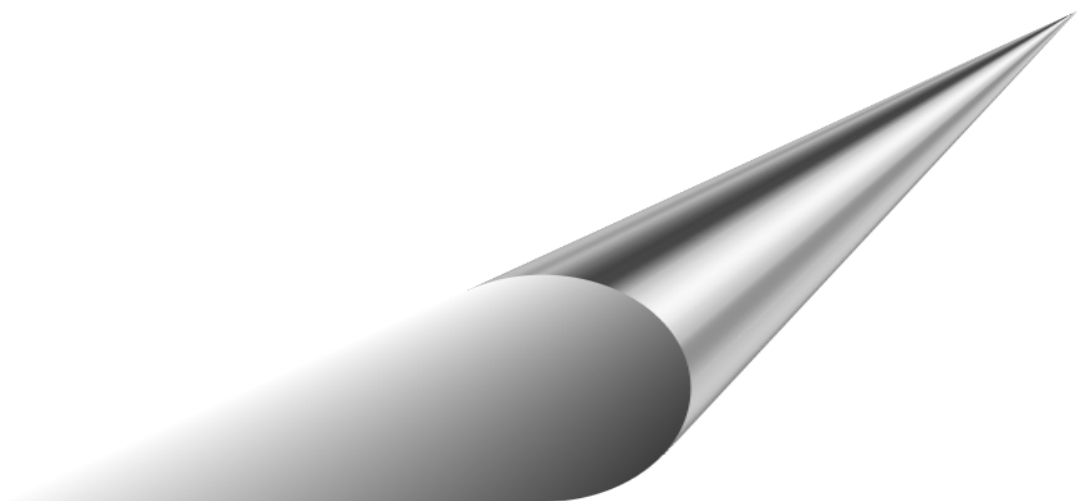


***THE AIR CADET LEAGUE OF CANADA***

BRITISH COLUMBIA PROVINCIAL COMMITTEE

# ***ANNUAL REPORT***

***2005/2006***



# PRESIDENT'S REPORT

*Geoffrey L. Johnston, AACI, P.App, RI(BC)*  
*President*  
*Air Cadet League of Canada*  
*British Columbia Provincial Committee*



As another training year draws to a close, I am happy to report that most of the programs we have worked on for the past year have been successful, and that the Air Cadet League in British Columbia continues to improve the services it delivers.

The first highlight of the year occurred early, when the new Wilga, registered as C-FTUG, was formally delivered to the League during a ceremony at Canadian Forces Base Comox in December, attended by a large crowd of dignitaries and friends of Air Cadets, including 386 Komox Squadron's band. Ownership of the first new towplane ever introduced to the Air Cadet Glider Program was officially transferred to the British Columbia Provincial Committee, and operational control was then assigned to the Canadian Forces.

This was indeed a proud moment, for it not only ushered in a new era in flying operations for Air Cadets, it also solved a problem which the League had wrestled with for over 40 years: how to fund the acquisition of new aircraft for the flying program. BC has shown the rest of Canada that it can be done, not easily, but with a committed effort from every Sponsoring Committee in the Province. As a result, the other provinces are now assessing their own requirements for long-term aircraft replacement, and I predict that, within a year or two, we'll see more innovative programs emerge across the country.

In June, BC hosted the national Annual General Meeting of the Air Cadet League in Richmond, a program which had been under preparation for over three years. All of us should be proud of the fantastic job done by Gladys Jarvie and her team of untiring workers. I was overwhelmed by the number of participants who told us it was the best AGM they had attended in years.

This summer, details for the provincial Honours and Awards program were completed after two years of concentrated work by Bob Burchinshaw. We are proud to be able to unveil the new Long Service Medal for League members in British Columbia. This medal is awarded for a total of 10 years service at the Sponsoring Committee, Wing or Provincial level; policy and procedures will be soon be posted on our web site, and nomination forms can be initiated immediately. The silver lapel pin which accompanies the provincial Certificate of Honour is also ready. Samples of both will be on display at the Annual General Meeting.

The Screening Program for members of the League in BC began in 1999; however, a nation-wide program for all three cadet Leagues came into force on July 1<sup>st</sup>, 2006. Most of our existing procedures will remain intact under this program, but there will be one major change - under the national plan, Sponsoring Committees will now be responsible for screening people who volunteer to instruct cadets. These volunteers, who are separate from Cadet Instructor Cadre officers (CIC) and Civilian Instructors (CIs), currently number about 200 in British Columbia. Tom Holland will be providing detailed instructions on how to complete this additional screening during the AGM afternoon session. This is the final step in the

adoption of a modern screening program, without which youth organizations such as ours can no longer operate.

While the results of the efforts made by all our members throughout the province are gratifying to review, we must not forget that difficult challenges remain ahead of us. Little progress has been made on the issue of quarters: efforts to provide some relief through provincial government assistance with Schools Boards have not been successful, and quarters will continue to be the largest problem faced by many Sponsoring Committees. Recruitment of officers also continues to run a close second in overall difficulty, without any sign of a solution; in fact, staff shortages are also appearing in the gliding program due to a decrease in the number of returning cadet pilots, a problem we must aggressively address.

The number of pledges made to the Air Cadet Foundation continues to grow, and this facility promises to become one of the most important sources of funding for future generations of Air Cadets. But marketing of the Foundation requires more attention now, even though the fruit of this effort will not be evident for many years.

Fortunately, we are blessed with a crew of dedicated professionals to guide the League through these difficulties, and we have been successful in convincing members to take on new responsibilities in every area of the province. This year, we welcomed former provincial Chairman Ken Higgins as the second national Governor from British Columbia; Bob Goode in Prince George took over as the Northern Wing Chair; and new provincial committee members include Norm Lovitt from Tsawwassen, Mike Symons from Victoria, John Laidler in Courtenay, Jocelyn Crevels in Lake Cowichan, Paddy Paddison in Westbank, Paul Kusnir in Gibsons, Richard Taylor in West Vancouver, Robin Hart in North Vancouver and Tom Byrne in Salmon Arm (with my apologies to any I've missed!)

In closing, I am somewhat sad to report that while a new era is starting for the flying program, one is coming to a close at the BCPC office. After nine years of unceasing work, our Executive Secretary Leone Sutherland is set to begin her well-earned retirement. I don't think there is a single member of the cadet organization in British Columbia who doesn't owe Leone a debt of gratitude for a favour here, an extra effort there, help in getting a late form through, advice on how to accomplish an objective, or any one of a million small graces. I invite all of you to join me at this AGM in expressing our appreciation to Leone for setting the standard for dedication and service in this province.

Those are some pretty big boots to fill, but Leone's helped us find the candidate to do just that! We are very pleased to introduce to you the new Chief Administrative Officer for the BCPC, Mrs. Helen Brand. Born and educated in England, Helen spent seven years with the British Air Traffic Services before emigrating to Canada in 1996. Now an independent businesswoman, Helen and her family live in New Westminster, B.C. Her extensive background with, and passion for, the Air Cadet program, together with Leone's help, suggest we will continue to be in good hands in British Columbia.



Geoffrey L. Johnston  
President

# CORPORATE AFFAIRS

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



## ***Incorporated Societies and Compliance***

All Sponsoring Committees are incorporated and are required to comply with the Societies Act. One of the main requirements is to ensure that each Society holds an AGM every year and files the appropriate Annual report, (Form 11) with the registrar. Failure to file this report could result in a Society being struck from the register. If this happens, the Committee must again apply for Incorporated Society status under a new name. This means that letterhead, bank accounts, information that was filed with the Gaming Commission, etc., all has to be altered.

As this can be a costly and time-consuming process, we strongly urge you to ensure that filing requirements are met. In early October, we will be forwarding a document to assist Sponsoring Committees with annual filings, screening, and other "Corporate" rules. This document has a checklist to remind Sponsoring Committees of the annual requirements.

## ***ACC9***

Again, BC continues to lead the country in ACC9 (Financial Report) submissions. In 2005, every Committee filed their ACC9, for which we thank you! The information on the ACC9 is important to us as well as the National office and we encourage all Committees to again file the ACC9 on time. Also keep in mind that the award for top Sponsoring Committee includes points for filing the Financial Report.

## ***Scholarship Courses***

The dates have now been set for the 2007 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 for any updates.

In 2006, the scholarship applications for Power, Glider and International Exchange were forwarded to Ottawa for verification and finalization. All other applications were processed by the British Columbia Provincial Committee and then forwarded to RCSU, Pacific Region to be finalized. In order to further streamline the process, for 2007, the International Exchange applications will be sent to Ottawa but ALL other applications will be processed at the provincial level. This will allow us to provide the final scholarship lists to the squadrons and Sponsoring Committees in a more timely fashion.

There is also a change with respect to the medical certificate requirements. Details will be provided at the AGM outlining the new procedures.

## ***Insurance***

As reported in previous years, arrangements were made with an insurance broker in Kelowna to provide a blanket contents policy at a very reasonable rate. It is important that each Committee review their insurance needs and purchase whatever coverage is deemed necessary. To summarize, the policies provided by the National office include: Director and Officer Liability; Commercial General Liability; and, Accident coverage. It is important that each Sponsoring Committee review the insurance summaries which were provided to you last year to ensure that your Committee is adequately covered.

When Sponsoring Committees are conducting fund raising and social events, in many cases the owners of the venue for the event require proof of liability Insurance. The BCPC office has a "Generic Insurance Certificate" which can be forwarded to you upon request. If the venue requires a certificate naming them as insured, then an application must be made by the Committee to the Air Cadet League Headquarters in Ottawa using form ACC20.

## **Formation of New Squadrons**

The following Rule 5 was recently adopted by our Executive Committee

The formation of new units is a critical element of any multi-faceted organization, and the Air Cadet League is no exception. Between 1996 and 2006, BC actually averaged just under one new squadron per year.

The criteria for the formation of new squadrons are set out in both DND and ACL publications, and these criteria are fairly straight forward, comprising numbers of interested youths, availability of officers and quarters, and appropriate financial support.

What is less straight-forward, and is often overlooked during the initial discussions, is the quality of the proposed Sponsoring Committee, yet it is this quality upon which the future success of the squadron will ultimately depend. The excitement which often surrounds the creation of a new unit, particularly in smaller communities, can easily take over the process of approval, resulting in a new squadron with a less-than-suitable Sponsoring Committee.

To provide an appropriate level of approval and support for a new Sponsoring Committee, the Executive Committee needs to be involved at the very outset. Therefore, effective October 1st, 2006, Rule #5 will require the concept and location for new squadrons to be pre-approved by the Executive Committee.

### **A LETTER TO YOU FROM AN IACE 2006 PARTICIPANT**

*On the 18th of July, Air Cadets from all over the world came together in Ottawa to participate in the International Air Cadet Exchange to Canada. We shared a common love of aviation, and an interest in other cultures. Over the course of two weeks, we traveled across Ontario and Quebec learning about Canada, and from each other, the countries we represented.*

*We participated in several events with the Canadian Air Cadets, including glider flights, and an encampment formation and review. The host family stays in St. Catherine and Quebec City were my favorite experiences of the trip, giving me a chance to see Canadian life up close. There were many fun times and moments, including jumping off a cliff into the Ottawa River during the rafting trip, helicopter rides at CFB St Hubert, and just getting to know one another on the bus rides.*

*There are many stereotypes about other countries that we hold, and I know that many of mine were debunked very quickly on this trip. Even with the differences in every culture, in the end we are all very much the same. I made many friends on this trip, and learned many things. As Canadian Air Cadets, you have the opportunity to participate in this exchange, and I encourage you to do so. You will make friends from all over and come home enriched by what you have learned. And you will have a blast (American slang term for a lot of fun).*

*The purpose of the International Air Cadet Exchange is to foster international good will and understanding among young people with a common interest in aviation. The 2006 IACE was very successful in this, and is an experience I will look back on with pleasure. Canada is a beautiful country, with wonderful people. Thank you for sharing your country with myself and the other cadets of the 2006 IACE - Canada.*

Cadet Lydia Downey  
Civil Air Patrol  
Virginia, USA

# TREASURER'S REPORT

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



The financial information presented in this report includes four schedules described as follows:

## **Balance Sheet (Schedule 1):**

Our cash position to start the 2006/07 year is well within the three months' cash reserves to ensure sufficient cash available to carry us through until operating assessment cash inflows early November. We continue to report our L-19s and Gliders at a nominal value of \$1.00. Our new Wilga aircraft is shown at its cost (book value).

## **Schedule of Fixed Asset (Schedule 2):**

This shows a summary of our aircraft fleet at both their Insured value as well as an appraised value. The appraisal was done on our aircraft in February, 2005 in US\$. I have converted the US\$ into C\$ at the prevailing exchange rate.

## **Revenue & Expense Statement (Schedule 3):**

The Income Statement for the last training year is compared to the 2005/06 budget presented at last year's AGM. The following table summarizes Cash Inflows and Outflows 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	\$328,615	\$288,375	\$40,240
Administrative Expenses	93,166	100,250	7,084
Cadet Related Expenses	167,194	174,125	6,931
Net Revenue	\$68,255	\$4,000	\$64,225

Revenue exceeded budget due primarily to an un-budgeted \$39,000 Gaming Commission Grant. This money was awarded with strict limitations on its use: \$35,000 to support our Flying Program (Aircraft Maintenance & Engine Overhaul costs) and \$4,000 for our Effective Speaking Program. The \$39,000, plus lower-

than-budgeted operating expenses, has allowed us to allocate \$30,000 of this year's cash reserves to the reduce debt rather than being held in relatively low interest Term Deposits. (See Schedule 3 (a)).

Total Administrative Expenses were lower-than-budget by about 7%; Cadet-related Expenses were also under budget by 4% with the net result of total expenses coming in \$14,000 (5%) under budget.

I have also shown in Schedule 3, an adjusted Net Income for the year, taking into account the \$39,000 unbudgeted Gaming Grant revenue; in other words, how we did without the "windfall" of the grant money. For 2005/06, we budgeted for a modest \$4,000 net operating income (excluding gaming but including \$40,000 in "new aircraft funding"). After deducting the Gaming Grant and the Capital (Loan Principal Payment) portion of the \$40,000 funding account, our actual Net Operating Income was \$29,264, or \$25,264 over the \$4,000 budgeted amount.

## **Cash Budget 2006/07 (Schedule 4):**

Squadron Assessments have been estimated using \$75 per cadet, based on a 2006 Annual Ceremonial Review population of 3,135 cadets. The \$40,000 New Aircraft Funding budgeted and received for 2005/06 has been applied to both debt servicing (Interest) and Principal pay-down of the bank loan taken out to purchase our new Wilga (see Schedule 3(a))

The budget presented for your approval is for a modest \$2,500 net cash income for 2006/07. The timely receipt of Squadron Operating Assessments is crucial to the success of our program as presented in the budget. The positive response of Sponsoring Committees in fulfilling their financial obligations with respect to the increase in the Operating Assessment that was introduced in 2004 has been outstanding.

I look forward to your continued support for the coming year.

**The Air Cadet League of Canada  
British Columbia Provincial Committee  
Balance Sheet  
As at August 31, 2006**

<b>ASSETS</b>			
<b>Cash in Bank &amp; Investments</b>			
Chequing Account Cash	\$17,429		
Gaming Account	13,063		
Term Deposits	50,000		
<b>Total Cash &amp; Investments</b>			<b>\$80,492</b>
<b>Trust Funds</b>			
"Thunderbird Fund" (Dedicated in Trust)			10,000
<b>Fixed Assets</b>			
Equipment (L-19s and Schweizer gliders)	\$1	<b>Note 1</b>	
New Aircraft	274,455	<b>Note 2</b>	
<b>Total Fixed Assets</b>			<b>274,456</b>
<b>Other Assets</b>			
Accounts Receivable	\$4,008		
Other Receivables	1,880		
GST Receivable	12,447		
Prepaid (Deferred) Expenses	1,400		
Inventory - Drill Manuals	350		
Inventory - Merchandise	4,298		
<b>Total Other Assets</b>			<b>24,383</b>
<b>TOTAL ASSETS</b>			<b>\$389,331</b>
<b>LIABILITIES</b>			
<b>Current Liabilities</b>			
Cadet Awards Payable	\$3,275		
GST Payable	584		
<b>Total Current Liabilities</b>			<b>\$3,859</b>
<b>Long Term Liabilities</b>			
Bank Loan	\$140,400	<b>Note 2</b>	
"Thunderbird Fund" (103 Sqn In Trust)	10,000		
<b>Total Long Term Liabilities</b>			<b>150,400</b>
<b>TOTAL LIABILITIES</b>			<b>\$154,259</b>
<b>EQUITY</b>			
<b>Capital</b>			
Retained Earnings	\$140,295		
Current Earnings	94,777		
<b>Total Retained Earnings</b>			<b>\$235,072</b>
<b>TOTAL EQUITY</b>			<b>\$235,072</b>
<b>LIABILITIES AND EQUITY</b>			<b>\$389,331</b>

**Note: 1** The fixed assets (aircraft fleet) have been adjusted to reflect a nominal value of \$1.00 on BC Committee accounting books. Refer to Schedule 2 for details on Assets.

**Note: 2** See Schedule 3(a)

Approved:

Director:



Director:



**The Air Cadet League of Canada  
British Columbia Provincial Committee  
Schedule of Fixed Assets  
As at August 31, 2006**

**Schedule 2**

Insured Value				
Aircraft	Description	Registration	Acquisition Date	Insured Value
	Cessna L-19 A Single Eng/2 seats	C-GRGS	1992	\$110,000
	Cessna L-19 A Single Eng/2 seats	C-GKNK	1978	110,000
	Cessna L-19 A Single Eng/2 seats	C-FTGA	1973	110,000
	Cessna L-19 A Single Eng/2 seats	C-FTGF	1973	110,000
	Cessna L-19 A Single Eng/2 seats	C-FTAL	1989	110,000
	"Wilga" 2000 MA Single Eng/4 seats	C-FTUG	2005	275,000
				<b>\$825,000</b>
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	15,000
	Schweizer 2-33A Glider	C-FWMT	2003	15,000
				<b>180,000</b>
<b>Total Insured Value of aircraft</b>				<b>\$1,005,000</b>

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Appraised Value (appraisal Feb 05)		US\$ (Feb '05)	Can\$ @\$.87 US\$=1.15 C\$ (31 Mar '06)	
Cessna L-19	C-GRGS	\$90,485	1.15	\$104,058
Cessna L-19	C-GKNK	92,130	1.15	105,950
Cessna L-19	C-FTGA	81,701	1.15	93,956
Cessna L-19	C-FTGF	87,771	1.15	100,937
Cessna L-19	C-FTAL	96,584	1.15	111,072
Total L -19 Appraised Value		<b>\$448,671</b>	1.15	<b>\$515,972</b>
Appraised Schweizer 2-33A Glider Serial #316		\$24,000	1.15	\$27,600
Estimated total glider fleet (12 gliders)				<b>331,200</b>
<b>Estimated Fleet Appraised Value</b>				<b>\$847,172</b>
"Wilga" 2000 MA (lower of cost or market)		C-FTUG		<b>274,455</b>
<b>Estimated total fleet value</b>				<b>\$1,121,627</b>



**The Air Cadet League of Canada  
British Columbia Provincial Committee  
Statement of Revenue and Expense  
For the Year Ended August 31, 2006**

<b>REVENUE</b>	<b>Actual to 31-Aug-06</b>	<b>Budget 2005/06</b>	<b>Variance (under)</b>
<b>Income</b>			
Squadron Assessments (billed)	\$ 231,075	\$ 226,375	\$ 4,700
Gaming Income	39,000	0	39,000
Donations	11,711	12,000	(289)
Miscellaneous Revenue	300	4,500	(4,200)
Interest Income	3,387	2,000	1,387
Glider & Aircraft Rentals	40,090	40,000	90
Scholarship Fees (IACE)	625	500	125
Scholarship Continuation Flying	2,436	3,000	(564)
<b>TOTAL REVENUE</b>	<b>\$ 328,624</b>	<b>\$ 288,375</b>	<b>\$ 40,249</b>
<b>EXPENSE</b>			
<b>Administrative Expenses</b>			
Bank Charges	\$ 3	\$ 150	\$ (147)
Insurance - Office	375	500	(125)
Insurance - D & O Liability	3,833	4,600	(767)
Telephone	2,971	3,500	(529)
Legal Expense	4,824	8,000	(3,176)
Office Expense	4,953	2,500	2,453
Postage	1,398	1,000	398
Wages	15,067	15,000	67
CPP & EI Expense	997	1,000	(3)
Equipment Maintenance & Purchase	1,847	2,000	(153)
Miscellaneous Expense	2,344	2,500	(156)
Compliance/Screening	748	2,000	(1,252)
Travel Expense	33,366	35,000	(1,634)
Meetings - Provincial AGM	8,403	7,500	903
National ACL- AGM/SAGM	12,037	12,000	37
National Office Funding	0	3,000	(3,000)
<b>Total</b>	<b>\$ 93,166</b>	<b>\$ 100,250</b>	<b>\$ (7,084)</b>
<b>Cadet Related Expenses</b>			
Insurance - AD & Liability Cadets	\$ 9,297	\$ 9,200	\$ 97
Scholarship Continuation Flying	2,400	3,200	(800)
Scholarship National (IACE)	1,800	2,025	(225)
Parades and Special Events	576	0	576
Selection Board Expense	2,970	2,500	470
Wing Chair Expense	3,700	6,000	(2,300)
Trophies & Awards	5,217	2,500	2,717
Effective Speaking	3,428	5,000	(1,572)
Competitions	105	200	(95)
Promotion & Recruiting	753	3,500	(2,747)
Insurance - Aircraft	41,974	50,000	(8,026)
Aircraft Maintenance & Purchase	29,751	35,000	(5,249)
Engine Overhaul/Replacement	25,223	25,000	223
New Aircraft Funding (interest only)	13,487	13,487	0
<b>Total</b>	<b>\$ 140,681</b>	<b>\$ 157,612</b>	<b>\$ (16,931)</b>
<b>TOTAL EXPENSE</b>	<b>233,847</b>	<b>257,862</b>	<b>(24,015)</b>
<b>NET INCOME (Operating Profit)</b>	<b>\$ 94,777</b>	<b>\$ 30,513</b>	<b>\$ 64,264</b>
<b>Less</b>			
New Aircraft Funding (Capital Cost Portion) (\$40,000 - \$13,487 interest)	(26,513)	(26,513)	0
Gaming Grant (not in 2005/06 budget)	(39,000)	0	(39,000)
<b>Adjusted Actual vs Budget Operating Profit</b>	<b>\$ 29,264</b>	<b>\$ 4,000</b>	<b>\$ 25,264</b>

The Air Cadet League of Canada  
British Columbia Provincial Committee  
New Aircraft Acquisition Summary

2004 - 2005	New Aircraft Cost (CF-TUG) (Before GST Rebate of \$8174)	\$281,196
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From \$40,000 Aircraft Funding Acct	\$40,000
From Cash Reserves	36,140

Balance at August 31, 2005	<u>76,140</u>
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GST Rebate	\$8,174
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Loan Interest (monthly payments)	13,487
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(\$40,000-\$19,469 rounded to \$20,500)

From Cash Reserves	30,000
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Total loan principle reduction 2005/06	64,656
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Balance Owing on new aircraft	31 August 2006	140,400
(as per Balance Sheet)		

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Purchase Price (Prov & GST Taxes Incl)	281,196
less GST Rebate	8,174

273.022

Registration fees	250
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1,433

Net Book Value (as per balance sheet)	274,455
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**AIR CADET LEAGUE OF CANADA  
BRITISH COLUMBIA PROVINCIAL COMMITTEE  
CASH BUDGET 2006 - 2007**

	<b>ACTUAL 2004</b>	<b>ACTUAL 2005</b>	<b>ACTUAL 2006</b>	<b>BUDGET 2007</b>
<b>REVENUES</b>				
Squadron Assessment	\$113,750	\$237,900	\$231,075	\$235,000
Gaming Income	0	35,000	39,000	0
Donations	14,176	11,388	11,711	12,000
Miscellaneous	6,919	4,475	300	500
Interest Income	3,034	2,148	3,387	2,500
Glider & Tow Aircraft Rentals	31,043	30,905	40,090	40,000
CFTA Donations/International Exch Fees	3,885	3,880	3,061	3,000
<b>Total Revenues</b>	<b>\$172,807</b>	<b>\$325,696</b>	<b>\$328,624</b>	<b>\$293,000</b>
<b>Administration Expenses</b>				
Bank Charges	\$17	\$203	\$3	\$100
Insurance - Office Contents	865	267	375	500
Insurance - Liability	4,202	4,585	3,833	4,000
Telephone & Fax	3,094	3,595	2,972	3,200
Legal	14,502	13,651	4,824	6,000
Office	2,997	2,272	4,953	3,500
Postage	1,009	987	1,398	1,200
Wages	14,567	14,280	15,067	24,000
CPP/EI Payroll Expenses	1,056	1,072	997	1,600
Office Equip Maint & Purchase	1,164	2,595	1,847	2,000
Miscellaneous	946	2,859	2,344	2,500
Screening/Compliance	31	1,167	748	0
Travel	30,543	34,604	33,366	35,000
Provincial AGM	6,300	7,547	8,403	9,000
National ACL: AGM/SAGM	15,032	12,034	12,037	12,000
National ACL Insurance Fund	3,268	3,233	0	0
<b>Total Administration Expense</b>	<b>\$99,592</b>	<b>\$104,951</b>	<b>\$93,166</b>	<b>\$104,600</b>
<b>Cadet Related Expense</b>				
Insurance - cadets	\$8,766	\$9,154	\$9,297	\$9,500
Scholarship - Continuation Flying	3,015	3,300	2,400	3,200
National Awards (IACE)	2,025	2,000	1,800	2,000
Scholarship - Founders	2,000	0	0	0
Parades & Special Events	1,917	0	576	500
Scholarship Selection Boards	2,088	2,522	2,970	3,000
Wing Chairs Expense (6 Wings)	4,138	4,366	3,701	5,000
Trophies & Awards	2,214	2,498	5,217	4,500
Effective Speaking & Competition	6,578	4,754	3,428	6,000
Other Competitions (Band, etc)	100	287	105	200
Promotion & Recruiting	5,063	3,130	753	1,500
Insurance - Aircraft (Hull/non-owned)	32,978	29,528	41,974	50,000
Aircraft Maintce & Purchases	39,246	44,065	29,751	35,000
Engine Overhauls	23,245	25,030	25,223	25,500
Aircraft Rental	5,821	11,010	0	0
New Aircraft Funding	0	40,000	40,000	40,000
<b>Total Cadet Related Expenses</b>	<b>\$139,193</b>	<b>\$181,644</b>	<b>\$167,194</b>	<b>\$185,900</b>
<b>Total Cash Outflows</b>	<b>\$238,785</b>	<b>\$286,594</b>	<b>\$260,360</b>	<b>\$290,500</b>
<b>Net Cash Revenues</b>	<b>(\$65,978)</b>	<b>\$39,102</b>	<b>\$68,264</b>	<b>\$2,500</b>
<b>Less: Gaming Proceeds</b>		<b>-35,000</b>	<b>-39,000</b>	<b>0</b>
<b>Net Revenues without Gaming Proceeds</b>		<b>4,102</b>	<b>29,264</b>	<b>2,500</b>
<b>Assessment fee charged /cdt</b>	<b>\$35.00</b>	<b>\$75.00</b>	<b>\$75.00</b>	<b>\$75.00</b>

# SQUADRON LIAISON

*Tom Holland, CD*  
*Vice President*



## ***New Squadrons***

For the first time in eight years, no new squadrons were “stood up” in British Columbia over the past 12 months - but a few are in the formation stage.

For the past year, 266 Kimberley Squadron has been generously assisting a satellite flight in Cranbrook, and we expect this flight will achieve squadron status in the coming year. While this will be a new squadron, it's not new for Cranbrook!! Many years ago, #552 Squadron paraded in Cranbrook until 1957. Ottawa has reserved the old number 552 for the Cranbrook flight, so that history may repeat itself!

We are also in discussions regarding new squadrons in south Vancouver and Smithers, although it is too early to provide any details. During the year, we also held discussions with a large group of Canadian citizens living in Hong Kong who wanted to start an Air Cadet squadron there. An application was initiated, but the Canadian Forces decided it was not practical to attempt to administer squadrons outside Canada, and the application was withdrawn (although not before it had marked a new first for BC!)

## ***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:

<b><i>Vancouver Island.....</i></b>	<b><i>Sue Klokeid</i></b>
<b><i>Lower Mainland.....</i></b>	<b><i>Robin Hart</i></b>
<b><i>Fraser Valley/Delta.....</i></b>	<b><i>Ilona Turra</i></b>
<b><i>Okanagan.....</i></b>	<b><i>Penny Doern</i></b>
<b><i>Kootenays.....</i></b>	<b><i>Don Watt</i></b>
<b><i>Northern.....</i></b>	<b><i>Bob Goode</i></b>

## ***Screening***

On December 1<sup>st</sup>, 2005 The Air Cadet League of Canada signed a new Memorandum of Understanding (MOU) with the Department of National Defence (DND) regarding delivery of the Royal Canadian Air Cadet Program. This MOU clarifies the roles and responsibilities of each partner, and will help improve the level of service we offer to Canadian youth across the country.

Prior to December 2005, the DND was responsible for screening all CIC officers, civilian instructors and volunteers whose primary duty was to work at the squadron level. These volunteers were typically referred to as “CO's Volunteers”. The Air Cadet League was responsible for screening all volunteers that worked with the squadron Sponsoring Committee, Provincial Committee or at the national level.

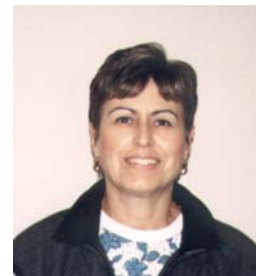
Under the new MOU, it is now the Sponsoring Committees' responsibility to screen CO's volunteers. Since there are roughly 200 of these volunteers working in British Columbia Air Cadet squadrons, we have a fairly large task in front of us that must be accomplished quickly to avoid disruptions to training schedules.

Screening is job that many of us would like to avoid; however, no youth organization can operate today without an effective screening program, and it is our duty to make sure the Air Cadet League's program work for the benefit of all.

You will hear much more about the new Screening procedures during the afternoon presentations at the AGM, and we will be available to answer your questions on Sunday morning as well.

# SPECIAL PROGRAMS

Gladys Jarvie, RN  
Vice President



## Effective Speaking

Thank you to all the Squadrons, Sponsoring Committees, Officers, Wing Chairs, and especially the Cadets who participated in the Effective Speaking Program 2006.

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.

This year, there was a competition in each Wing, and the winners of each went on to the Provincial Competition:

**Kootenay Wing** F/Sgt Christopher Richards  
561 Osprey Squadron

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

**Northern Wing** Cpl Heather Heim  
396 City of Prince George Squadron

**Fraser Valley Wing** Sgt Devin Chappell  
746 Lightning Hawk Squadron

**Lower Mainland Wing** WO2 Delna Contractor  
103 Thunderbird Squadron

**Vancouver Island Wing** Cpl Andrew Gray  
386 Komox Squadron

The winner of the Provincial Competition, Sgt Devin Chappell from the Fraser Valley Wing, went on to represent British Columbia at the National Competition in Richmond, June 16<sup>th</sup>, 2006. Sgt Chappell did an excellent job of representing our Province in a very demanding competition, with 11 of the best Cadet speakers from across Canada.

I strongly encourage each Squadron to send a

representative to their respective Wing Competition. Dates for the 2007 Wing and Provincial Competitions will be posted on the BCPC website's "Calendar of Events".

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.

We will be sending our Provincial Winner to the next National Effective Speaking Competition in Winnipeg, June 15<sup>th</sup>, 2007.

Information regarding the 2007 Competition 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 2007.

This information, as well as Scoring sheets for Judges, Timer, and Teller, Guide for Speakers, Information for Judges, and a Guide to assist with Wing Competitions, is available on the Internet at the BCPC website under:

**PROGRAMS – EFFECTIVE SPEAKING**  
[www.aircadetleague.bc.ca](http://www.aircadetleague.bc.ca)

If you have any questions or require assistance please to contact me via the BCPC Office, or your Wing Chair.

I would also like to acknowledge and thank:

- The Toastmasters Clubs in this Province for their assistance with this program, teaching, coaching, and judging competitions;
- Dr. Irene Evans from the Flying Toastmasters Club (Richmond), for her continued support with the Provincial and National Competitions;
- Members of the 655 Richmond Squadron Sponsoring Committee who assisted with the Provincial Competition;

- Every Sponsoring Committee, Parent, and Squadron Staff who have helped to promote this program;
- Mr. Tom Holland, Master of Ceremonies at the Provincial Competition;
- WO2 Elizabeth Martin (907 White Rock Squadron), as Assistant Master of Ceremonies at the Provincial Competition;
- Mr. Geoffrey Johnston and the BCPC for their continued support;
- and last, but not least, my hard-working assistant, Ms. Gail Elgert.

### **National AGM:**

The BCPC had the privilege of hosting the National Annual General Meeting of the Air Cadet League of Canada, June 14 - 18, 2006.

Planning for this event started in 2003 with a presentation of our venue for this meeting (the Best Western Richmond Inn), to the Executive Director of the Air Cadet League of Canada.

In 2004 a committee of BCPC volunteers started the planning process. We had the responsibility of: Airport greeting and transportation to the hotel; Hospitality Suite; the "Host Committee Dinner and entertainment evening"; facilitating the National Effective Speaking Competition; and hosting the Cadet speakers.

Hospitality and Airport greeting was organized by Linda Spouler with assistance from Walter Tyrell (B.C. League Member and YVR "Green Jacket Volunteer"), Sponsoring Committee members from 111, 135, 759, and 655 Squadrons, and League Rep. Ron Rique – all easily recognized in their BC Committee golf shirts. Guests were greeted and directed to the hotel shuttle bus or transported to the hotel.

The Hospitality Suite in the Hotel was also staffed by members of local Sponsoring Committees, assisting with shirt sales and greeting guests. This gave local Committee members the opportunity to meet representatives from other Provincial Committees as

well as the National Executive.

The Friday Evening "Host Committee Event" was a buffet dinner at the Ukrainian Community Centre in Richmond. Guests were treated to a Chinese "Lion Dance", performed by two "Lions".

Following the dinner we had the pleasure of ROCK, PAPER, SCISSORS – great entertainment and lots of laughs. As well, we had a "Grand Raffle", among the prizes - a Basket of B.C. products, an original Watercolour painting by Mrs. Diana Jenks (see the back cover of this report).

Near the end of the evening a presentation of a gift certificate from SkyBlue (towards Provincial golf shirts) was made to the Manitoba Provincial Committee – host for the 2007 National Meeting.

Under the direction of Ilona Turra, spouses of the Provincial Committee representatives were provided with the opportunity to enjoy the Lower Mainland.

On Thursday, there was a tour to Steveston, Gulf of Georgia Cannery, and the Steveston Buddhist Temple. Friday afternoon included shopping in Richmond (just across the street from the hotel). Saturday, the spousal tour involved a trip to *Storyeum* in Vancouver, over to Lonsdale Quay by Seabus, tour of Stanley Park by horse and carriage, and sight-seeing in the City of Vancouver.

On the morning of June 16th, the winners of each Provincial Effective Speaking Competition participated in the "National", one of the real highlights of the convention.

Masters of Ceremonies were Mr. Tom Holland and WO2 Elizabeth Martin (from 907 White Rock Squadron). Three bilingual judges were arranged from local Toastmasters Clubs. WO2 Martin gave a greeting in French, then introduced each of the Speakers, and interviewed each Cadet at the end of the Competition.

We were very proud of the performance by our BC representative Sgt. Devin Chappell from 746 Lightning Hawk Squadron.

Assistance for this event was also provided by Major Marika Szabo, Mrs. Gail Elgert, Mr. Don Watt, Mrs. Renee Leung, Mrs. Linda Spouler, and DVD recording by Mr. Larry Spouler.

Following the Effective Speaking Competition was the "Awards Luncheon", where several members were recognized for their work with the League – including our own Mr. Jack Henwood.

Activities for the visiting cadets were planned by Gail Elgert and Capt. Amelie Leduc (Pacific Region Cadets). Following their arrival (via our Corporate Sponsor for Effective Speaking – *WestJet*) the cadets stayed at the Comfort Inn under the supervision of Capt. Selena Tenhove and Lt. Chris Sewchuck. They were treated to swimming in Richmond, tours of Gastown, Vancouver, and Capilano Suspension Bridge.

Following the Competition and lunch on Friday, they travelled to Victoria and Albert Head. On Saturday, they visited the Royal Provincial Museum in Victoria, then back to the hotel in Richmond – just in time to pack and travel home the next day. A very busy but fun time.

The business portion of the National Meeting took place on Saturday, starting with the arrival of the National and Provincial Flags, carried in by cadets from 655 Richmond Squadron with the assistance of Capt.

Gary Gatrix, Capt. David Elder, Mrs. Renee Leung, and Mrs. Susan Charles.

Following the business meeting was the President's Dinner, where the Presidency was transferred from Mr. Lionel Bourgeois to Mr. Craig Hawkins. At this time our own Mr. Geoffrey Johnston received a recognition award.

On Sunday, June 18th, most of the National Members returned to their home Provinces. However, some (including members from the National Office) went on a cruise to Alaska.

This Meeting was a very successful event, thanks to our provincial team: Geoffrey Johnston, Leone Sutherland, Doug Sutherland, Linda Spouler, Gail Elgert, Ilona Turra, Tom Holland, Jack Henwood, Stan Horton, Betty Batchelor, Gail Holland, Larry Spouler, Marika Szabo, Don Watt, Renee Leung, Sherry Strutt, and Mrs. Diana Jenks.

We must also extend our thanks and gratitude to Pacific Region Cadets: Major Brent Deck, Capt. Amelie Leduc, Capt. Selena Tenhove, and Lt. Chris Shewchuck.



*2006 BC Provincial Effective Speaking Competitors*

*(Left to right: WO2 Elizabeth Martin; Gladys Jarvie; Sgt Devin Chappell; WO2 Delna Contractor; FSgt Christopher Richards; Sgt Heather Heim; Cpl Andrew Gray, Sgt Joseph Oorebeek)*



# PROVINCIAL AVIATION REPORT

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



The Provincial Aviation Coordinator (PAC) is appointed by the Air Cadet League, BC Provincial Committee 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 Coordinators form the core of the NFC, with DND represented on the NFC by the National RCA Ops O (Major Al Wardle), and the National Technical Authority (Major John Cooper). The NFC is responsible for making recommendations to the national Board of Governors in matters dealing with the Air Cadet Flying Program.

Formal meetings of the NFC were held in November, 2005 at the Semi-Annual General Meeting in Ottawa, and again in June, 2006 at the National AGM held in Richmond, B.C.

Over the past year, several flying related issues were addressed by the NFC, many of which were specific to other regions and therefore not included in this report. The focus of this report will be on two major items of importance to Pacific Region: First, the acquisition of the *Wilga 2000* as our sixth tow aircraft and the possible replacement for L-19s, and; second, the growing concern regarding the insufficient retention of cadets in our flying program. I have also included in this report the flying activity statistics for 2005/06 training year.

## **Wilga 2000 Acquisition:**

By now most of you should be aware that, after four years of planning, we finalized the purchase of our sixth tow aircraft in late 2005. Our new PZL 104 *Wilga 2000* MA (CF-TUG) is now an important part of our aircraft inventory along with our five L-19s and twelve Schweizer gliders.

The "Roll Out" ceremony for the *Wilga* was held in Comox on December 15<sup>th</sup>, 2005. Several dignitaries were in attendance to view the official handover of the aircraft from BC Provincial Committee to LCol Kippel, RCA Ops O (Pacific).

LCol Kippel will be speaking on the progress of the *Wilga* at the AGM; further details can be found on Page 19 of this report.

## **Retention of Cadets in ACGP:**

What is emerging as a major concern across the country (including BC), is the retention of flying scholarship graduates in the Air Cadet Gliding Program. The National Flying Committee has been asked to view this matter as a priority and collaborate with our military partners in whatever way we can to find solutions to this problem.

A report on this topic was recently prepared by Central Region RCA Ops O, entitled: "RETENTION OF FLYING SCHOLARSHIP GRADUATES IN THE AIR CADET GLIDING PROGRAM". The salient points can be summarized as follows:

*"The foundation for the Air Cadet Gliding Program (ACGP) is quality pilots to provide the familiarization flights to the LHQ cadets, and exceptional Instructor Pilots (IPs) to provide glider pilot instruction to the cadet glider pilot candidates at the summer Regional Gliding Schools (RGS). The program must be self-generating to be viable.*

*"The major source for these quality pilots and the IPs is from the program itself.....After expending approximately \$12,000 and \$7,000 per cadet for Power and Glider Pilot Scholarship Programs, respectively, the number of graduates remaining in the program, is disappointing.....the retention challenge exists in all Regions.....the quality quantity of glider Instructors Pilots is eroding. Less than 1% of those cadets who take advantage of the cadet Flying Scholarships remain in the Region's flying program.*

*"Ideally, to ensure an ample supply of Instructors pilots for the program, twice the number of candidates as presently experienced should return each summer to attend the Glider Instructor Pilot course....to assure the future of a robust ACGP, with a pool of Instructor Pilots to be available for the RGS, the retention challenge for cadets graduating from the Region Flying Scholarship program must be aggressively addressed...."*



According to this paper, there are a number of reasons cadets do not remain in the flying program after receiving their Flying Scholarships, as revealed in a short survey:

- (a) Increased demands on the cadet pilots' time (LHQ activity, education, home, sports, hobbies and employment).
- (b) LHQs are reluctant to lose their senior cadets, and these cadets are generally those being targeted by the ACGP, thus they do not encourage cadet pilots to attend the Gliding Centres.
- (c) Transportation difficulties to the Gliding Centres on weekends are encountered (especially in remote areas). As well, where greater distances are involved, overnight accommodations can be difficult and costly.
- (d) Cadets are not aware of the roles available at the Gliding Centre, including flying and employment opportunities.
- (e) Cadets are distracted by other gliding organizations, hoping to fly high performance gliders or become members of a civilian soaring team.
- (f) As cadets prepare for higher education or other endeavours, funding becomes a real concern, and many cadets are obliged to seek civilian employment. This may cause the cadet to leave the program.

Resolution of the retention problem falls largely to our military partners, who have decided their Regions should not advertise for local Soaring and Gliding Associations; the NFC has asked League members not to do so as well. Cadet pilots are aware of flying opportunities at various soaring clubs without ACL actively endorsing specific organizations, and it is increasingly counter-productive for us to promote our competition such as civilian gliding clubs.

In addition, we must ask all Sponsoring Committees to encourage and assist Squadron Commanding Officers

in motivating Glider Pilot graduates to participate in the ACGP.

### Flying Operations:

Pacific Region Air Operations provided the following statistics for 2005/06 flying activities along with comparative numbers from 2003/04 and 2004/05:

	2004	2005	2006
Total Glider Flights	7,949	7,465	6,814
Cadet Fam Flights	2,791	2,288	2,103
Glider Pilot Course	2,373	2,471	2,366
Training/Transit	2,455	2,347	2,020
Public Relations	330	282	262
ITAC Course	73	77	63
Total Fam Flights	5,048	4,176	3,398
Rental Power Flights	1,451	1,195	539
Basic Camp Flights	527	451	454
L-19 Flights	279	242	287
Wilga Flights	0	0	15

When compared to previous years, the figures are somewhat lower this year, significantly so in some cases. It is the opinion of our RGS that the wide disparity between the three years shown above represent an "exceptionally good year", an "average year" and "a below average year" from the point of view of weather.

Power Pilot Scholarship flying training was carried out at two Vancouver Island flying schools where a total of 30 cadets obtained their Transport Canada Power Pilot License (Private Pilot's Licence). Glider Pilot Scholarship course was carried out at CFB Comox with 31 cadets obtaining their Transport Canada Glider Pilot's License

I would like to acknowledge another safe flying year for BC cadets. A special thanks to LCol Kip Kippel, Major Chris Tuck and other members of the RCA Ops staff for their valued advice and contribution over the past year.

## SPECIAL REPORT:

### AIRCRAFT ACQUISITION AND TOWPLANE REPLACEMENT PROGRAMS



At the Annual General Meeting in 2004, the British Columbia Provincial Committee approved the establishment of a long-term program for new aircraft acquisition, at an annual budget expense of \$40,000.

This program actually involved two separate components: the purchase of a sixth towplane to augment the five L19's we currently own, and a program to replace these ageing L19's over the next ten years.

#### Sixth Towplane

Our Towplane Replacement Group had been studying various aircraft types for over three years in order to select the model best suited to Pacific Region's specific requirements. Of the ten aircraft studied, the "Wilga" received the highest rating for our purposes, and after requests for basic modifications were enacted by the Wilga factory, the first of the new models was purchased the BCPC.

The aircraft arrived from Poland in November, 2005 and, after it had been painted with the new Air Cadet livery, it was delivered in a ceremony in the Air Cadet hangar at CFB Comox on December 15<sup>th</sup>, 2005. This was an historic moment in the Air Cadet Gliding Program, since the Wilga is the first brand new towplane ever acquired for the program.

Not only was it an historic moment for BC, the rest of North America was also surprised by this little-known aircraft. In fact, it was featured in a very complimentary article in the July, 2006 issue of *PLANE AND PILOT*, a major aviation magazine published in the United States, under the heading, *European Heavy Hauler*, accompanied by a photograph in full Air Cadet livery (see Page 23), captioned "WHAT THE HECK IS A WILGA?"

The first part of our task was therefore finished, in that the sixth towplane was now in our inventory. Prior to its purchase, we had been able to conduct some fifty hours of initial flight testing, although no cadets were

flown during these tests. Since most of the approvals for cadet use are now in place or within reach, we will soon be in a position to use the aircraft to its fullest extent over an extended period, allowing the RGS staff to decide whether this aircraft is the natural replacement for the remainder of the L19's, the second part of program.

#### L19 Replacement

In this phase, we will be selling off the L19s as part of the purchase of each new aircraft, which results in a considerably lower net price and alters the funding arrangements. For example, we are now in a better position to apply for assistance from government and business, given our track record and test results.

The status report from RGS (Page 19) confirms that the Wilga has fully met our requirements for the sixth towplane, and adds much-needed capacity to our fleet as a utility aircraft. What remains to be answered is the number of Wilgas we may want to purchase in the future: will we want five Wilgas to replace five L19's, or a combination of Wilgas and possibly less expensive tow aircraft?

While this question has not yet been answered, we are fortunate in having a world-class organization and staff in place to decide the final issues: our Regional Cadet Air Operations staff, led by LCol "Kip" Kippel; and the BCPC's Provincial Aviation Committee, headed by "Jack" Henwood.

The work of these dedicated individuals over the past four years has brought British Columbia the reputation of the most progressive and professional of the Air Cadet regions, providing an example for the remainder of the country.

Congratulations for a job well done!

# **WILGA IMPLEMENTATION STATUS REPORT**

(10 Sep 06)

## **Introduction**

1. PZL-104MA Wilga 2000 serial #00019 was presented to the BC Provincial Committee (BCPC) of the Air Cadet League in a ceremony at 19 Wing Comox on 15 Dec 2005, following which it returned Sealand Aviation in Campbell. Final delivery occurred on 18 Jan 06. It has been issued a Canadian Type Certificate, Certificate of Airworthiness, Certificate of Registration (C-FTUG) as well as Provisional Operational Airworthiness Clearance by 1 Canadian Air Division. The aircraft has been added to the DND/Air Cadet League of Canada Contract for Services and is fully insured by the League. Since final delivery, the aircraft has flown more than 100 hrs and exhibited no major flaws, unserviceabilities or shortcomings.

## **Background**

2. A 50 hour flying evaluation of the company demo aircraft, C-FWHH, was conducted over the Sep 2003 – Jul 2004 time period which resulted in a recommendation to the BCPC that one Wilga 2000 be acquired, subject to a number of modifications being incorporated. DAEPM(TH) also conducted a Wilga/L-19 Operation and Maintenance Cost Estimate Comparison which concluded, in May 2005 that the life cycle cost (to DND) to operate and maintain the Wilga would not be higher than the cost to maintain an L19. DCdts then agreed to accept the Wilga under the DND/ACL Contract for Goods and Services.

3. The BC Provincial Committee subsequently entered into a purchase agreement with PZL, subject to their incorporation of some 15 changes or modifications. The aircraft ultimately purchased was ser no. 00019, which had been the prototype for our desired modifications (as well as a number of other factory mods which were also under development).

## **Post Delivery Acceptance/Evaluation**

4. The original implementation plan called for the purchase of a first aircraft followed by an approximate one-year evaluation to confirm its suitability as a fleet replacement aircraft. The post delivery evaluation therefore focussed on the following areas:

- a. aircraft acceptance, i.e., did we get what we paid for?
- b. a specific evaluation of the performance of the new, tighter cowling during towing operations.
- c. dealer/factory support and spares availability
- d. suitability for intensive (RGS) towing operations
- e. development and implementation of a conversion course/training plan and suitability for relatively inexperienced pilots.

## **Flying Evaluation**

2. Since delivery, FTUG has flown approximately 110 hrs, (approx 18 hrs checkout/prof, 22hrs towing, 65 hrs transit and the remainder famil, demo and PR). Since 50 hrs of evaluation flying had also been previously flown with the company demo aircraft (C-FWHH), initial flights on the new aircraft focussed on the modifications done to the aircraft. As with FWHH, the performance and handling characteristics were completely benign and with the exception of feeling like a heavier aircraft, very similar to the L-19.

3. Pending the start of the gliding season, considerable cross-country experience was obtained, particularly with respect to fuel consumption, power settings and utility, and in this area, the aircraft performed superbly. For example, it can carry a pilot, three pax, 30 kg of baggage (max for compartment) and enough gas to fly our longest leg (Comox – Prince George – 300 nm) with an hour's fuel reserve. It can also carry enough fuel and payload to deploy two gliders and an L-19 in one trip.

4. To evaluate and subsequently monitor engine performance and in particular the new cowling during sustained towing operations, a JP Instruments EDM-700 engine monitor was installed. The results conclusively demonstrate that during repeated, 3000' tows under high OATs (for BC anyway) there is no tendency for the tightly cowled engine to overheat.

5. A sound level meter was procured and comparative noise measurements were made over the summer. Results obtained (from overflights at 1000-2500' AGL in the local neighbourhoods which generate the most noise complaints) indicate that the Wilga is not significantly louder than the L-19. It was also interesting to note that there was no consistent difference between a muffled and un-muffled L-19. The actual levels measured for both the Wilga and L-19 were 70-85 dB, roughly equivalent to the levels generated by a WestJet or Cormorant fly-over, or a diesel pickup truck idling at 50'. Ambient noise in these areas averaged 60-65 dB.

### **Towing**

6. It was quickly confirmed that the Wilga's performance is very similar to that of the L-19 and therefore the can be flown in a multiple/mixed tow plane operation (i.e. at the RGS) without any procedural or tow route changes. The same is true from the glider pilots' perspective, although different references are obviously required and the wash is slightly more intense (when encountered). A new tow mirror installation (on gear legs, vice wing leading edge) has also been trialled and confirmed as a big improvement.

### **Technical**

7. Technical Airworthiness issues are being pursued by the ACGP National Technical Authority, DAEPM(TH) 8 (Maj John Cooper). Unfortunately, the lack of a RCA Ops Maintenance Officer over the summer has meant that full responsibility for maintenance of the aircraft has been delayed, as has the resolution of a number of maintenance issues, specifically:

- a. a requirement for flexible vs. rigid brake lines
- b. identification of a foreign substance in fuel vent lines
- c. requirement for a fuel selector valve design change
- d. requirement for an access panel for pitot system condensation bottles
- e. lack of a parts manual for the MA model Wilga
- f. lack of an engine overhaul manual.
- g. tow mirror certification.

Fortunately, aircraft serviceability and dealer support have been exceptional and we have been able to fly the aircraft without any problems. Tools (standard issue, but metric) have been procured and are being integrated into the tool control system. The minimal AMSE required is being procured or is available. The lack of a Maintenance Officer over the summer and the need to focus the maintenance effort on supporting the RGS has caused some delay in getting properly set up for the Wilga, but given the proximity of the dealer this has had no effect on serviceability. In any event, extensive liaison with the dealer will be required for some time regarding spares and warranty work.

## **Personnel**

8. Unfortunately, the majority of the core cadre of pilots who participated in the original trial of FWHH have been unable to continue flying, so currently only LCol Kippel and Maj Tuck are flying the new aircraft (130 and 90 hrs respectively in the Wilga). This has inhibited our ability to proceed expeditiously with the remainder of the final evaluation. The training of additional pilots will commence as soon as 1 Canadian Air Division approves a training plan.

## **Operational and Technical Airworthiness Authorities**

9. DND responsibility for the management of the ACGP fleet of aircraft has recently been incorporated within the DND airworthiness program. The Commander, 1 Canadian Air Division as the Operational Airworthiness Authority, is responsible for (amongst other things) the operational procedures, standards and training, and therefore must grant an Operational Airworthiness (OAA) Clearance for the Wilga. On 18 Jul 06, a provisional OAA clearance was issued which permitted us to use the Wilga during the RGS, but limited the flying to those currently checked out (LCol Kippel and Maj Tuck) until a training/conversion plan has been approved. Approval of such a plan is currently being staffed.

## **AOIs**

10. Although the OEM Pilot's Operating Handbook and checklist meet TC requirements, they are in an unfamiliar format and otherwise suffer from poor translation. A CF style AOI and checklist is therefore currently under development.

## **Conversion Course Training Plan**

11. Since the Wilga is so similar in size, performance and handling, only minimal changes to the existing L-19 conversion course will be necessary (primarily additional ground and air instruction related to controllable pitch props and fuel injected engines). Additionally, with the Wilga's ease of handling, similarity to the L-19 and benign flight characteristics, it is not anticipated that the existing prerequisite experience level of 150 hrs PIC (as for the L-19) will not have to be changed. These assumptions have not been empirically confirmed as yet, and we are awaiting OAA (1 CAD) approval to resume training.

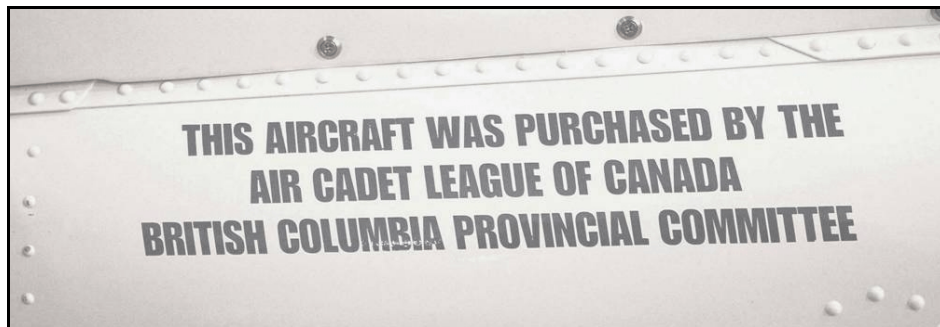
## **The Way Ahead**

12. In summary, and with reference to the four remaining evaluation points listed in para 4, the status is as follows:
- a. the Wilga is certainly acceptable - all normal flying characteristics of the aircraft have been confirmed to be equal to or better than our expectations. We have also confirmed that it will be an outstanding aircraft in terms of its ability to support the glider familiarization program at the fifteen gliding sites throughout the province and we know that it can be integrated smoothly into our existing RGS gliding operation
  - b. Engine cooling during intensive towing operations with the new cowling has been conclusively determined (through the engine monitor data) to be a non-issue.
  - c. The dealer, Sealand Aviation continues to provide excellent support. The company (PZL) however, while responsive and cooperative, still has a number of outstanding maintenance issues to resolve. The company's handling of these issues will be the basis upon which a decision is made as to whether PZL can adequately and expeditiously support a fleet of Wilgas. It should be noted that the delay in establishing a track record for company support has been caused in large measure by the lack of an RCA Ops Maintenance Officer over the last few months, and in no way reflects adversely on the company.
  - d. the Wilga performed exceptionally well in RGS towing operations.

- e. a conversion course training plan is currently awaiting approval by the OAA/1CAD. Once approved, at least one “test” candidate must be put through the course to confirm that low time/inexperienced pilots will have no difficulty transitioning to the Wilga.



**C-FTUG Interior**



*Inscription on the fuselage*





*July, 2006 edition - Plane & Pilot Magazine*



*Roll Out Ceremony - CFB Comox*



*R. "Bob" Mortimer - MC at the Roll Out*



*386 Komox Squadron Band at the Roll Out*

*In June, 2006, the British Columbia Provincial Committee hosted the 65<sup>th</sup> Annual General Meeting of the Air Cadet League of Canada in Richmond.*

*We were honoured to be able to present each participant with a reproduction of this painting by Diana M. Jenks, created specifically for the 2006 Convention and donated to the BCPC:*



*The Dogwood (Cornus Nutallii) was adopted officially in 1956 as the floral emblem of the Province of British Columbia. The Pacific Dogwood, the largest of the family, reaches its greatest height in the south-western forests of the Province. Its snowy white blossoms are delightfully conspicuous in the Spring.*

Diana M. Jenks Original Art Productions  
1054 Parkwood Place, Victoria, BC V8X 4Z8  
(250) 658-1969 E-Mail: [dmjenks@shaw.ca](mailto:dmjenks@shaw.ca)