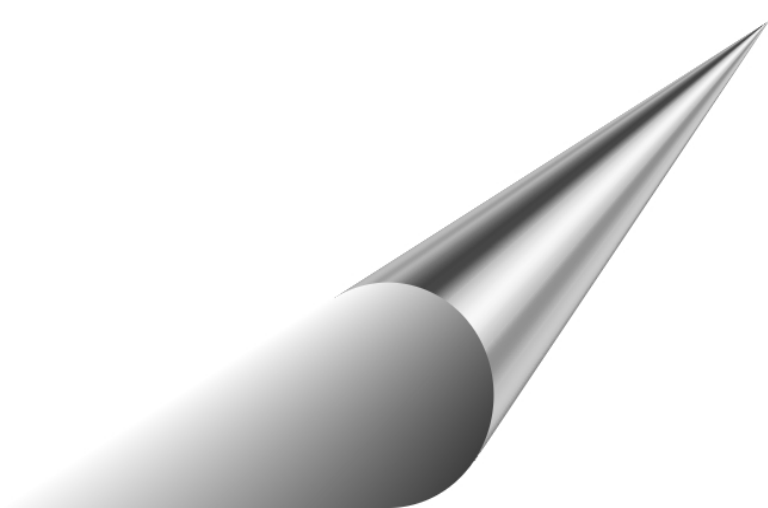




BRITISH COLUMBIA PROVINCIAL COMMITTEE

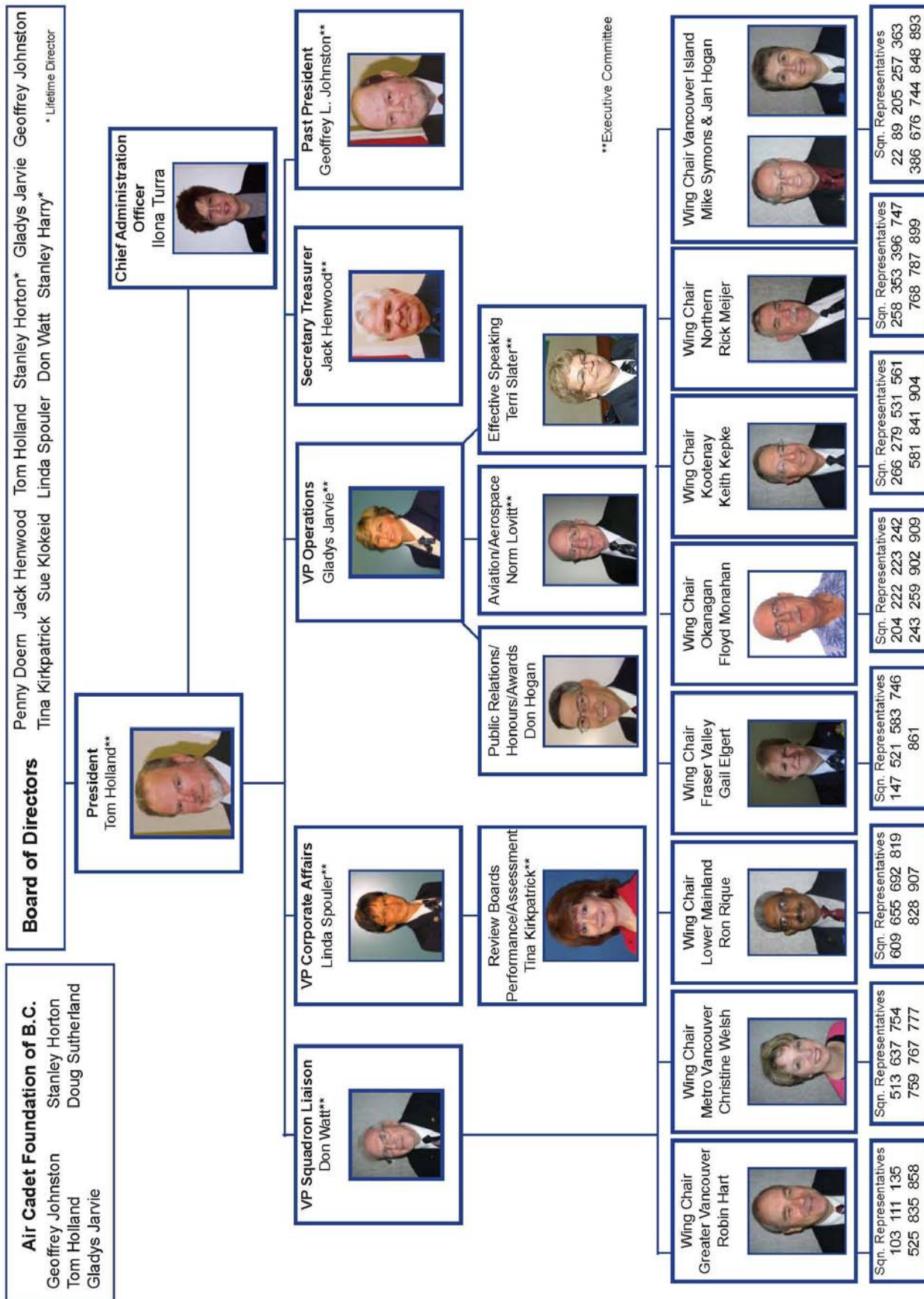
Annual Report

2007/2008





Organizational Chart Air Cadet League of Canada British Columbia Provincial Committee



PRESIDENT'S REPORT

Thomas G. Holland
President
Air Cadet League of Canada
British Columbia Provincial Committee



We are a 'Living Company'.

In the year 2000 when the British Columbia Provincial Committee (BCPC) started to formulate the incorporation of the Provincial Committee and each individual Squadron Sponsoring Committee (SSC), it became clear that what we have accomplished in past was good and sound for the times. The evolution of time, technology and government regulations required us to evaluate how we do our league business. We did that and we continue review, edit and change. As in life things change and thus BCPC has a policy of Living **Policies and Procedures**. Changes will be made when required.

The development of the British Columbia Provincial Administrative Manual is one of the key factors to the growth and training of our sponsoring committees over the past few years. Linda Spouler; Vice President of Corporate Affairs, has lead the updating team for the Provincial Manual and Governor Bob Burchinshaw completed the National Policies and Procedures Manual. The two manuals are the '**Go to Books**'. Make it your 2008-2009 focus to become familiar with both manuals.

In January 2008 I was pleased accept the appointment as President of the British Columbia Provincial Committee from the Board of Directors. The Presidents' position has been well served by Geoffrey Johnston for the last six years. Geoffrey's great leadership has moved BCPC to (as we have been told) the Best Provincial Committee in the country. This recognition is only due to the quality of British Columbia's Sponsoring Committees that support and encourage all of us to grow [and learn](#) our business.

I will comment on some the highlights achieved over the past year.

National Level

Elected to National Positions.

Ken Higgins	Governor, Vice President
Bob Burchinshaw	Governor, Policy and Procedure
Gladys Jarvie	Governor, National Effective Speaking Chair
Geoffrey Johnston	Chair of the Provincial Chair Committee

BCPC National Members: Tom Holland, Tina Kirkpatrick, Norm Lovitt,
Geoffrey Johnston, Gladys Jarvie

National Office:

New management and staff are now in place.
Executive Director Jean-Marc Laneau and staff Joan Gray have joined the league.

At the National AGM in Quebec City, June 2008, The BCPC delegation made many presentations to national members regarding 'British Columbia's Best Practices'.

Retaining Legal Council.
Incorporating Provincial and Squadron Sponsoring Committees.
Funding Formula
Budgeting
Compliance.
BC Power Flying and Gliding Study for the future which included; Pilot Retention, Future Equipment and Cadet Simulator Wings Program.

Provincial Level

Many events occurred this year that required additional effort, resources and time to keep our operation functioning at the high level expected from BCPC.

The realization that the work load required to stay on top of the leagues day to day operations grew faster than planned. The [continuous](#) communications from the provincial office to the sponsoring committee, national office, league members and our military partners made it clear that the Chief Administrative Officer's job was a full time position and could not be done on a part time basis.

The commitment was made by the Board of Directors to raise the standard of the BCPC office by hiring a knowledgeable CAO and improve the electronic equipment to maintain and retain our files. I am happy to report that Ilona Turra was selected as the Chief Administrative Officer, electronic communication is linked to the CAO where ever she is, an off sight data server is employed and the new toll free number 1-866-614-BCPC (2272) is now in use.

We continue to have one of the strongest co-operative working relations with our military partners. Thanks to Commander Hughes and his staff at Pacific Region and Lieutenant Colonel Kippel and his staff at Pacific Region Gliding Centre.

The BC Aviation Committee participated in a national flying study which led us to study future equipment and needs to the flying program. British Columbia started a tow aircraft replacement program by purchasing the PLZ Wilga in 2005. As life happens things change with the Wilga factory being closed preventing us from buying additional Wilgas. One of my first duties as president was to place the Wilga for sale. The Wilga was successful in meeting our needs as a tow aircraft and gave us more efficiency as a four crew member and equipment transfer craft. This spring, Sealand Aviation, provided a Cessna 182 equipped for towing, the flight tests were very good and the 182 is planned as the Wilga replacement.

The Air Cadet Foundation of British Columbia is growing slowly. The Foundation is registered as a separate company under the Societies Act of BC. The long term goal is to have BCPC live off the interest the fund generates each year with the hope of eliminating the cadet assessment fee.

BCPC signed a Memorandum of Understanding (MOU) with the Aerospace Industry Association of British Columbia (AIABC) in June 2008. The signing brings the aerospace industry and the air cadet into a future relationship that is expected to enhance the cadet training and interest cadets to join the aerospace industry as a career.

The Provincial Effective Speaking Competition continues to grow with more squadrons participating. Next year there will be 8 wings competing for the opportunity to represent BC at the National competition in Newfoundland Labrador.

BC Gaming approved a grant of \$39,000 last year, \$4,000 for the Effective Speaking Program and \$35,000 for Aircraft Maintenance. Thank you BC Gaming.

Financial support from the sponsoring committees to BCPC and National continues provide the air cadet program in BC with funding required to deliver all the services needed to make the Air Cadet Program one of the best youth organizations in the world. We believe it and we support it.



My thanks to the hundreds of Volunteers in our province who commit their time and energy to the Air Cadet League of Canada.

Thomas G. Holland, President
British Columbia Provincial Committee
Air Cadet League of Canada

CORPORATE AFFAIRS

Linda Spouler, Vice President

Tina Kirkpatrick, Director, Assessment/Evaluations



BCPC Administrative Manual

Over the past three years, a complete updating of the Administrative Manual has been undertaken.

Thanks go to Russ Lamb who provided a professional touch to the template, and to members of the BC Provincial Committee for providing updated information.

In an attempt to remain environmental friendly, a "hard copy" of this manual will not be provided to each squadron. Instead, the manual will be posted on our website (www.aircadetleague.bc.ca) with links to related sections and to appropriate forms in different sections of the manual.

Section 2.2.2. of the Manual (Background and Organization) depicts the organizational chart of the BC Provincial Committee. With several personnel changes to the Wing Chairs and Executive Committee over the past couple of years, the pictogram of the organizational chart located in this report will help Sponsoring Committees put a face to a name.

BCPC Website

The website remains the best place to obtain resources for Sponsoring Committees, whether it is for policies, forms, links to related organizations, or training information.

The Directors of BCPC strive to provide up to date information and links to allow its members to be self sufficient and efficient for its own administrative processes.

Sponsoring Committee Training and Wing Meetings

Following the 2007 Annual General Meeting when the voice of our members told us that training was a priority, the format of the Wing Meetings was changed to reflect this issue. During January to April, 2008 the format for the six wing meetings was to provide Sponsoring Committees a brief update of BCPC activities, followed by training and/or presentations on issues requested by individual areas.

Scholarship Courses

Across the Province, 330 cadets, 9.4% of the total Air Cadet population, attended review boards. A special thank you to the interviewers and administrators who made themselves available over the course of 3 weekend sessions for this important task.

15% of cadets applying for the courses did not meet the necessary requirements and the quota for all the courses, 203, was met with the exception of 2 positions.

The Airport Operations, Aircraft Maintenance and Servicing and Survival Instructors courses saw double digit deletions, i.e. where the minimum requirements were not met.

The variance of cadets applying for 2008 scholarships compared to 2007 was a decrease of 6, 1.8%.

At the National AGM in Quebec earlier this year, it was agreed that for the 2009 selection year, in addition to applying for Power, Glider or International Exchange, a cadet may also apply for up to two of the additional scholarship courses.

Squadron Evaluation

In conjunction with the updating of the Administrative manual, several forms have been changed for ease of use and input.

All the forms are accessible from the website.

In general, the administrative functions were met by most squadrons but often returns are received late, the updates to the existing forms, and the ability to submit the forms direct to the BCPC office through email should alleviate these situations.

Wing Chair and ACICO Forum

Towards the end of August, the League and DND hosted a joint training session for the purpose of knowledge transfer and open dialogue between the partners.

The weekend was a great success with best practices being discussed and a common understanding of the program by both groups.

Moving On

It's hard to believe that I've been involved with the Air Cadet movement for 17 years. Where has the time gone? With a humble start as newsletter editor with a Sponsoring Committee, little did I dream that I would end up being Vice-President, Corporate Affairs with the BC Provincial Committee.

There have been an incredible number of wonderful experiences and friendships that I have gained over these years. The personal development in leadership, presentation and public speaking was an added bonus during this truly amazing ride!

Thank you for all the members I've had the pleasure of meeting who have made me feel welcome during my visits.

I leave you in great hands with Tina Kirkpatrick who has been shadowing me and participating in all my tasks and responsibilities as the Vice President over the past year.

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, 2008 (Schedule 1), a "Schedule of Aircraft Inventory" & "Asset (Wilga) Residual Value" (Schedule 2), "Aircraft Acquisition Loan Status" (Schedule 2a), "Income Statement" as of August 31, 2008 with a comparison to the 2007/08 Budget (Schedule 3), proposed "2008/09 Budget" (Schedule 4). I have also included some observations on 2006/07 ACC9 with the view to providing groundwork for the preparation for you're 2007/08 ACC9. Comments on specific schedules follow:

Balance Sheet (Schedule 1)

Assuming no unanticipated expenses, our cash position to start the 2008/09 fiscal year is within our guideline of three months cash reserves to carry us through until operating assessment cash inflows begin in mid-November. Amplifications of some of the Balance Sheet items are listed on "Notes to Balance Sheet".

Schedule of Aircraft Assets & Wilga Aircraft Residual Values (Schedule 2)

Schedule (2) shows a summary of our aircraft fleet at their insured value. In the previous two years, we showed our new "Wilga 2000" at its acquisition book value cost. However, since we purchased the "Wilga" in 2005, to more accurately reflect the aircraft residual (depreciated) value after 3 years of ownership and operation, I have made a reduction in its book value based on the "Schedule of Estimated Residual Values" that was provided by Sealand Aviation at the time of purchase of the Wilga. For year 1(2005/06): 11% reduction; year 2 (2006/07): 6%; and year 3 (current yr): 6%. These numbers translate into annual value write-down listed in Schedule 2 showing the estimated Residual value at year end of 215,800. Years 1 & 2 depreciation has been charged to "Prior Years" Retained Earnings.

Aircraft (Wilga) Acquisition Loan Status (Schedule 2a)

Schedule 2a has been included to show the status of the \$40,000 "New Aircraft Funding" account that was introduced in 2004. Since the purchase of our Wilga, CF-TUG in 2005, we have reduced the Bank Loan assumed to finance the purchase from \$205,000 to \$29,405. If all goes well, the loan will be paid in full this fiscal year.

Revenue and Expense Statement (Schedule 3)

In Schedule 3, the Income & Expense statement for 2007/08 fiscal year is compared to the 2007/08 budget presented and approved at our last AGM. The following table summarizes actual cash inflows and outflows compared to budget.

Account	Actual	Budget	Difference
			Favorable
Cash Inflows	\$317,159	\$284,061	\$33,098
			Unfavorable
Admin Expense	\$147,539	\$101,600	\$45,939
Cadet Related			Favorable
Exp	\$171,730	\$180,661	\$8,931
Total Cash			Unfavorable
Outflow	\$319,269	\$281,261	\$38,008
Net Cash			Unfavorable
In/(Out)	(\$2,110)	\$2,800	\$4,910

For the past two consecutive years, Cash Revenues (inflows) exceeded budget (favorable) due primarily to receiving unbudgeted Gaming Commission Grant money. In 2006/07, we received a \$35,000 grant to support our Flying program and was instrumental in allowing us to maintain a positive net cash in/out position within the current \$75 per/cadet Assessment. In 2007/08, we received a \$39,000 grant... \$35,000 for our Flying Program and a further \$4,000 to support our Effective Speaking program. Although this generous Gaming Grant money provided favorable cash inflows over budget for 2007/08, the net cash inflows were \$4900 less than budget. The major factors contributing to the unfavorable net cash flow position are as follows:

There was a 31% increase in "Total Administrative Cash Expenses" over budget. This increase was caused, for the most part, by the following factors:

- Unanticipated change in our office administration mid-way through the fiscal year.
- To provide the proper level of service to our 54 Sponsoring Committees, it became apparent to the Executive Committee, that a "full time" rather than "part time" office administrator was necessary, along with compensation to attract and retain the right individual.
- Improvement to our communications capability through improved internet and telephone services
- Increased level of legal services provided for both Sponsoring Committees and BCPC, largely due to government compliance requirements. It should be noted that our legal service is provided by Mary Stewart of Henderson, Livingston and Stewart...quite often at a 15-20% reduced fee rate.
- Increased level and costs of BCPC League member "Travel" for League business.

“Cash Budget 2008/09” (Schedule 4):

At our AGM in 2004, membership approved the adoption of a provincial financing formula to support an increase in the level of administration assistance given to Sponsoring Committees and to commit to an annual \$40,000 amount to acquire a 6th tow plane and L-19 aircraft replacement fund over the long term. The increase in the Operating Assessment from \$35 to \$75 (114%) was introduced and approved by our membership to support these initiatives.

The budget for 2008/09 presented for your approval is for a Squadron Operating Assessment fee of \$100/cadet...a \$25 increase (33%). You will note from Schedule 4, that the \$100 fee charge will create an operating deficit of around \$12,000. Rather than increase the assessment above \$100 to cover this possible deficit, the Executive Committee preference is to off-set any deficit from our cash reserves.

- I will be making another application for Gaming Grant this fall. However, it is important to remember that, under the current application process, Grant money is not “guaranteed” and therefore should be treated accordingly in the budgeting process. Hopefully we will be successful in receiving continued support from Gaming Commission.
- “Assessment Revenue” for the 2008/09 have been based on 3232 average cadet Effective Strength obtained from DND “Fortress” as reported in unit “parade strength” returns.
- “Administrative Expenses” are forecast to increase by around 35% for next year. Legal, office administration, Provincial and National AGM, and National ACL Funding contingency being the primary cause. With respect to the “National ACL Funding” item, more explanation of this will be presented at time of budget presentation.
- “Cadet Related Expenses” are anticipated to increase by around 10-12% over 2007/08. “Wing Chairs” and “Scholarship Selection Boards” budget has been increased to align with the change from 6 to 8 Wings, and costs associated with our Flying program are primary factors.

Air Cadet Foundation of British Columbia

Over the past several years there have been many requests from our current and past members as well as other supporters of the air Cadet Program in British Columbia for establishing a means of long term funding. Air Cadet League of Canada, British Columbia Provincial Committee (BCPC), “The Air Cadet Foundation of British Columbia” (the Foundation) was incorporated under the British Columbia Society Act in September 2006 for the purpose of providing a suitable registered charitable structure to allow the creation a permanent fund...to be held in perpetuity... the interest revenue of which to be used primarily (but not sole use) to support the charitable activities and operation of the BCPC. From a financial standpoint, there is not much to report on the “Foundation”. The donations received to this point have provided valuable “seed” money to get it

up-and-running. We are currently waiting for Revenue Canada confirmation of “Foundation” charitable status. Stay tuned!

The timely receipt of Squadron Operating Assessments is crucial to the success of our administering the activities as presented in the budget. We at BCPC look forward to your continued support for 2008/09



Jack Henwood
Treasurer
Air Cadet League of Canada
British Columbia Provincial Committee



The Air Cadet League of Canada
British Columbia Provincial Committee
Balance Sheet as of 31 August 2008

Schedule 1

ASSETS

Cash in Bank & Investments

Chequing Accounts	\$5,996	
Gaming Account	\$44	
Term Deposits	<u>\$75,000</u>	

Total Cash & Investments **\$81,039**

Accounts Receivable	\$2,975	
Prepaid Expenses (AGM)	\$1,350	
GST Receivable	\$7,998	

Total Current Assets **\$93,362**

Other Assets

Stevens-Guille Trust fund	(Note 1)	\$21,777	
"Thunderbird" Trust Fund	(Note 2)	\$10,239	
Inventory: Merchandise		\$3,064	
Inventory - 2-33 Glider Models		\$3,601	

Total Other Assets **\$38,681**

Aircraft Inventory

L-19s and Gliders	(Note 3)	\$1	
PZL Wilga 2000 MA	(Note 4)	<u>\$215,800</u>	

Total Aircraft Inventory **\$215,801**

TOTAL ASSETS **\$347,845**

LIABILITIES

Current Liabilities

Cadet Awards Payable	\$500	
Pilot Retention Fund (GPAAs)	(Note 5) <u>\$3,437</u>	
Total Current Liabilities		\$3,937

Long Term Liabilities

Bank Loan	\$29,405	
Stevens-Guille Trust fund	\$21,777	
"Thunderbird" Fund	<u>\$10,239</u>	
Total Long Term Liabilities		\$61,421

TOTAL LIABILITIES **\$65,359**



EQUITY

Capital

Retained Earnings	\$262,606	
Current Earnings	<u>\$19,880</u>	
Total Retained Earnings		<u>\$282,486</u>

TOTAL EQUITY **\$282,486**

LIABILITIES AND EQUITY **\$347,845**

Director: 	Jack Henwood, Treasurer British Columbia Provincial Committee
Director: 	Thomas G. Holland, President British Columbia Provincial Committee

....page 2

Notes to Balance Sheet 31 Aug 2008

- Note 1 In May 2007, BC Provincial Committee became the benefactors of the "Philip H Stevens-Guille Bursary". This bursary was funded by the estate of S/L Philip Henry Stevens-Guille, who passed away in Victoria, BC on May 1997. This generous donation was made possible through the efforts of the Vancouver Island Branch of the Air Force Officers Association. The Principle amount will be held in Trust with annual interest allocated to cadet aviation awards as deemed appropriate by the BCPC Directors
- Note 2 The "Thunderbird Fund" was established through a donation by Mr. Norman McSween, retired Airline Pilot and an x-cadet of the "103 Thunderbird Squadron" of North Van. The fund was established for the benefit of cadets of the 103 Sqn but administered on their behalf by BCPC.
- Note 3: The L-19s & Gliders are recorded at nominal value of 1\$. See Schedule 2 for "Aircraft Asset Insured Values"
- Note 4: See Schedule 2: "Table of Wilga Residue Values"
- Note: 5: The Glider Pilot Training Achievement Award (GPTAA) Fund was established in 2006/07 as an integral part of an initiative to enhance the retention of cadet glider pilots in the Glider Flying Program by providing a financial incentive to up-grade their pilot qualifications. For "Front Seat" up-grade: \$175; for "Rear Seat": \$300. The money for this Fund is obtained from donor specific gifts such as the Air Canada Pilots Association, Air Force Officers Association, and Stenvens-Guille Bursary.



*The Air Cadet League of Canada
British Columbia Provincial Committee
Schedule of Aircraft Inventory
As at 31 Aug 2008*

Schedule 2

Insured Value

	<u>Description</u>	<u>Registration</u>	<u>Acquisition Date</u>	<u>Insured Value</u>	<u>Total</u>
Aircraft	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	
					\$825,000
Gliders	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	
	Schweizer 2-33A Glider (replaced CLK)	Ser#22	2007	\$15,000	
					\$180,000
Total Insured Value of aircraft					<u>\$1,005,000</u>

+++++

<i>Statement of Book Value Adjustmnet Wilga 2000 (CF-TUG)</i>		<u>Residule value Reduction factor</u>	<u>Value Reduction</u>	<u>Residule (Depreciated) Value @ Year end</u>
	<u>Value @ Year Start</u>			
Year 1: 2005/06	\$274,455	11%	\$30,190	\$244,265
Year2: 2006/07	\$244,265	6%	<u>\$14,665</u>	\$229,600
Allocated to prior years Retained Earnings			<u>\$44,855</u>	
Year 3: 2007/08 (curret year allocation)	\$229,600	6%	<u>\$13,800</u>	\$215,800
Estimated Book value 31 Aug 2008	<u>\$215,800</u>			

"Wilga" Aircraft Acquisition
Bank Loan Financing Summary

Schedule 2a

		<u>Bank Loan</u> <u>Balance</u>
Dec-05	Bank loan assumed to finance purchase of 6th tow aircraft (Wilga 2000 MA)	\$205,056
31-Aug-06	Balance Loan 31 Aug 2006	\$140,000
31-Aug-07	Balance Loan 31 Aug 2007 *****	\$65,193
<u>Current Yr</u> <u>Activity</u>	"New Aircraft Funding" Account	\$40,000
	Principle reduction from monthly loan payments	\$18,600
	Interest charges from monthly loan payments	<u>\$4,212</u>
	Total from Fund thru monthly loan payments ((\$1,901/mth x12)	\$22,812
	Balance in Fund applied to Principle reduction ((\$40,000-\$22,812)	<u>\$17,188</u>
31-Aug-08	Balance Owing on Bank Loan 31 Aug 08..... (as per 31 August Balance Sheet)	<u>\$29,405</u>

Income Statement for Year Ended 31 August 2008 with Budget Comparison

<u>REVENUE</u>	<u>Actual to 31-Aug-08</u>	<u>Budget 2007/08</u>	<u>Variance (under)</u>	
<u>Income</u>				
Squadron Assessments (billed)	\$220,125	\$226,000	(\$5,875)	-3%
Gaming Grant Income	\$39,000	\$0	\$39,000	
Donations	\$9,264	\$10,000	(\$736)	
Miscellaneous Revenue	\$25	\$500	(\$475)	
Interest Income	\$3,685	\$2,000	\$1,685	
Glider & Aircraft Rentals (to DND)	\$44,561	\$44,561	\$0	
Scholarship Continuation Flying	\$500	\$1,000	(\$500)	
TOTAL REVENUE	\$317,160	\$284,061	\$33,099	10%
<u>EXPENSE</u>				
<u>Administrative Expenses</u>				
Bank/Visa/MasterCard Charges	\$635	\$100	\$535	
Insurance - Office	\$425	\$500	(\$75)	
Insurance - D & O Liability	\$4,012	\$4,000	\$12	
Telephone/Fax/Internet/Web	\$4,473	\$3,200	\$1,273	
Legal Expense	\$21,878	\$10,000	\$11,878	
Office Expense	\$3,081	\$2,000	\$1,081	
Postage	\$913	\$1,000	(\$87)	
Wages (Chief Administration Officer)	\$43,039	\$20,000	\$23,039	
CPP & EI Payroll Expense	\$2,448	\$1,300	\$1,148	
Office File Storage	\$1,951	\$0	\$1,951	
Equipment Maintenance & Purchase	\$3,480	\$3,500	(\$20)	
Miscellaneous Expense	\$1,899	\$3,500	(\$1,601)	
Travel Expense	\$41,918	\$36,000	\$5,918	
Meetings - Provincial AGM	\$8,550	\$9,500	(\$950)	
National ACL- AGM/SAGM	\$8,838	\$7,000	\$1,838	
Total Administration Cash Expenses	\$147,539	\$101,600	\$45,939	31%
<u>Cadet Related Expenses</u>				
Insurance - AD & Liability Cadets	\$8,720	\$7,000	\$1,720	
Scholarship National (IACE)	\$1,418	\$1,000	\$418	
Continuation Flying Awards	\$1,000	\$1,000	\$0	
Parades and Special Events	\$0	\$500	(\$500)	
Selection Board Expense	\$3,489	\$2,000	\$1,489	
Wing Chair Expense (6 Wings)	\$2,336	\$6,000	(\$3,664)	
Trophies & Awards	\$6,605	\$5,500	\$1,105	
Effective Speaking	\$9,812	\$7,500	\$2,312	
Competitions	\$782	\$500	\$282	
Promotion & Recruiting	\$1,674	\$2,500	(\$826)	
Insurance - Aircraft	\$44,561	\$45,561	(\$1,000)	
Aircraft Maintenance & Purchase	\$20,735	\$30,000	(\$9,265)	
Engine Overhaul/Replacement	\$30,598	\$30,600	(\$2)	
New Aircraft funding (interest only)	\$4,212	\$5,000	(\$788)	
Total Cadet Related Cash Expenses	\$135,941	\$144,661	(\$8,720)	-6%
TOTAL CASH EXPENSE	\$283,480	\$246,261	\$37,219	13%
NET CASH PROFIT	\$33,680	\$37,800	(\$4,120)	-12%
Depreciation Expense (non-Cash) (2007/08 Write-down of Wilga - See Schedule 2)	\$13,800	\$0	\$13,800	
NET PROFIT (As Per Balance Sheet)	\$19,880	\$37,800	(\$17,920)	
Capital Cost Adjustment ("New Aircraft Funding" Capital Cost Portion) (\$40,000/yr less interest portion)	(\$35,788)	(\$35,000)		
Adjusted Actual vs Budget	(\$15,908)	\$2,800	(\$18,708)	

Budget : 2008/2009**Schedule 4**

	Actual 31-Aug-07	Actual 31-Aug-08	% Change from '07	Budget 2008/09	% Change from '08
<u>REVENUES:</u>					
Assessment Fee/cdt	\$75	\$75		\$100	
Cadet Eff Strength	3147	2935		3238	
Squadron Assessment	\$236,025	\$220,125		\$323,800	
Gaming Grant Income	\$35,000	\$39,000		\$0	
Donations	\$8,369	\$9,264		\$8,000	
Miscellaneous	\$260	\$25		\$500	
Interest Income	\$1,895	\$3,684		\$3,500	
Glider & Tow Aircraft Rentals	\$50,240	\$44,561		\$45,000	
CFTA Donations	\$1,030	\$500		\$500	
Total Revenues (Inflows)	\$332,819	\$317,159	-5%	\$381,300	20%
<u>Administration Expenses</u>					
Bank/Visa/Mastercard Charges	\$132	\$635		\$650	
Insurance - Office Contents	\$375	\$425		\$450	
Insurance - Liability	\$3,585	\$4,012		\$4,100	
Telephone/Fax/Internet/Web	\$2,243	\$4,473		\$5,000	
Legal (BCPC Lawyer)	\$12,814	\$21,878		\$25,000	
Office (Supplies/printing/etc)	\$1,895	\$3,081		\$4,000	
Postage	\$855	\$913		\$1,300	
Wages (Executive Secretary)	\$17,152	\$43,039		\$49,500	
CPP/EI Payroll Expenses	\$1,035	\$2,448		\$2,500	
Office Files Storage	\$0	\$1,951		\$2,000	
Office Equip Maint & Purchase	\$4,005	\$3,480		\$3,500	
Miscellaneous	\$4,101	\$1,899		\$2,250	
Travel	\$35,935	\$41,918		\$40,000	
Provincial AGM	\$9,397	\$8,550		\$16,500	
National ACL: AGM/SAGM	\$6,671	\$8,838		\$12,000	
National Funding Contingency (\$10/cdt)	\$0	\$0		\$32,000	
Total Adm Exp	\$100,195	\$147,539	47%	\$200,750	35%

...page 2....

	ACTUAL <u>2006/07</u>	ACTUAL <u>2007/08</u>	% Change <u>from '07</u>	Budget <u>2008/09</u>	% Change <u>from '08</u>
<u>Cadet Related Exp:</u>					
Insurance - cadets	\$6,557	\$8,720		\$9,000	
Scholarship - Continuation Flying	\$1,000	\$1,000		\$1,000	
National Awards (I ACE)	\$0	\$1,418		\$2,500	
Scholarship Selection Boards	\$1,590	\$3,489		\$6,000	
Wing Chairs Expense (8 Wings)	\$3,669	\$2,336		\$5,000	
Trophies & Awards	\$5,522	\$6,605		\$6,000	
Effective Speaking & Competition	\$7,381	\$9,812		\$9,000	
Other Competitions (Band, etc)	\$735	\$782		\$700	
Promotion & Recruiting	\$2,401	\$1,674		\$1,500	
Insurance - Aircraft (Hull/non-owned)	\$50,240	\$44,561		\$46,500	
Aircraft Maintce & Purchases	\$28,903	\$20,735		\$30,000	
Engine Overhauls	\$49,889	\$30,598		\$35,000	
New Aircraft Funding (\$40,000)	\$40,000	\$40,000		\$40,000	
	-----	-----	-----	-----	
Total Cadet Related Exp	\$197,887	\$171,730	-13%	\$192,200	12%
	-----	-----	-----	-----	
Total Cash Outflows	\$298,082	\$319,269	7%	\$392,950	23%
	-----	-----	-----	-----	
Net cash Operating Revenue	<u>\$34,737</u>	<u>(\$2,110)</u>		(\$11,650)	Note 3
<i>From Cash Reserves (If required)</i>				<u>\$11,650</u>	Note 3
Net After Cash Reserve off-set				<u>\$0</u>	
Less Gaming Grant Revenue	(\$35,000)	(\$39,000)			
(Not in Budget preparation)					
Cash Revenue Excluding Gaming Grant	(\$263)	(\$41,110)			

Note 1: 2008/09 Per cadet assessment fee based on DND "Fortress" report of 3241 Avg Eff Strength

Note 2: Gaming Grant excluded from 2008/09 Budget estimates

Note 3: Estimated Deficit if Assessment fee remain at \$75/cdt: (\$92,600)

ACC9 2007/08:

"As specified in the by-laws of the ACL of C , PPM Article 9.2.4.v, each Squadron Sponsoring Committee must "render an annual statement of receipts and expenditures on Form ACC-9 to its ACL Provincial Committee within sixty (60) days of the end of the fiscal year", that is by 31 October. The PC will then review before sending a signed off copy to the National level."

The following are some comments/observations on the completion of last year's (2006/07) ACC9 with the view to avoid reoccurrence of problems with 2007/08 ACC9 submissions. For those Squadrons that have had trouble with ACC9 completion, hopefully, it should provide some guidance in the preparation of your 2007/08 ACC9.

As most of you are aware the ACC9 report was revised in 2007 in an attempt by our National HQ to both standardize and improve the format of previous versions of the ACC9....namely versions prior to and including 2003.

Last year (2006/07) was a transition year in that, although the new version(s) was available and units encouraged to use it, previous versions would be accepted for the 2006/07 fiscal year.

Starting 2007/08 fiscal year, only the new version of the ACC9 will be acceptable. In essence, the revised ACC9 is simply a "tweaked" (improved) 2003 version with enhanced line items that better reflect recent evolution of the Air Cadet Program, new groupings, and better presentation.

The new version comes in four formats: ACC9 (P), ACC9 (P) Excel, ACC9 (S), and ACC9 (M). The choice of format is up to individual Squadron Sponsoring Committees (SSCs) which, in all likelihood, will depend on level of accounting/book keeping and computer expertise of the SSC Treasurer.

A detailed description of each format of the new version can be found on both the National Website (Link on Home Page: "Policy and Procedures"/ACL Forms) and BCPC Website (Link on Home Page: "ACC9 Financial Report").

In summary:

1. ACC9 (P): the "paper" version which is simply the revised form that requires manually filling in the information and data into appropriate spaces.
2. ACC9 (P): Consolidated "paper" Excel version. Data entry same as the above, but it is self calculating...it does all the mathematics for you. By entering the numbers in the yellow shaded area of the form, it does the rest!
3. ACC9 (S): Single Bank Account, Self-calculating Excel version. It is a tailored, self-contained substitute for commercial spreadsheet programs and reports such as Quick Books. This version has a "Journal" page for data entry. In essence...this is an "accounting program" that is designed to satisfy our own ACL financial reporting needs. Previous year correct data entry at initial set up is a must.

4. ACC9 (M): Same as #3, but designed for two or more bank accounts. Both #3 #4 do require a "computer friendly" user.

Each ACC9 version has an associated HELP GUIDE and a FAQs Sheet. The purposes and 'how to' are explained. Both the 2003 version and the revised ("tweaked") versions can be found on both the National ACL Web site (www.aircadetleague.com) and/or BCPC site (www.aircadetleague.bc.ca). Follow the links to "ACC9 forms".

The versions of ACC9 range from SSCs that handle up to the high 5 figures in revenues and expenditures each year, have grants to report on, are registered charities, own property, all the way to SSCs that are limited in people resources. SSC should be able to find a version that suits them.

Observations/Comments on 2006/07 ACC9 submission:

As of 31 October 2007 (due date at BCPC office for 2006/07ACC9), 43 (approx 80 %) of SSCs had submitted their ACC9...20% had not. Not too bad!

However, of the 43 ACC9s that were submitted on time, **20 (45%) were incorrectly completed** and thus required re-submission request with the consequence of requiring an inordinate amount of administrative time by BCPC office. Moreover, of the 11 squadrons were late in filing, over 50% of these were also were incorrectly completed and required resubmission.

The following is a summary of the two primary reasons for re-submission requests:

1. **Page 4- "Balance Sheet": "Total Assets" did not equal "Total Liability and Equity".** In other words, the "Balance Sheet" did not balance.
 - **Accounting/Bookkeeping method:** A manual bookkeeping system for keeping track of just revenues and expenses and bank reconciliations usually sufficed in the earlier years. However, with the requirement for increased financial accountability, complete Financial Statements which includes a "Balance Sheet" is now a prerequisite. For those units that are having problems with producing Financial Statements with a "Balance Sheet", we suggest using a computer accounting program. There are a few good ones available (Simply Accounting, Quick Books, for example). In addition, and as mentioned above, aside from the ACC9P (paper versions), the ACC9(S) and (M) versions are, in effect, computer accounting programs tailored to fit the Air Cadet Program.

- **“Prior Years” data:** The “Equity” section of the ACC9 “Balance Sheet” is comprised of two components: “Retained Earnings (Prior year’s Equity)”, and “Current year’s Earnings”. Even the most sophisticated accounting program presupposes that the correct financial information is entered. At times Treasurers that have “inherited” a set of books from a previous Treasurer (which is a common occurrence in our organization) encounter problems with balancing the “Balance Sheet”. The problem could very well stem from preceding year’s financial data. If your Treasurer and SSC Executive are satisfied with the current year financial position, a one-time booking adjustment to “Retained Earnings (Prior Year’s Equity)” is a possible solution.
2. **ACC9 not signed:** the bottom of Page 4 requires three signatures; Treasurer, SC Chair, and the Commanding Officer. (Note: COs Signature is required to show that he has reviewed the ACC9...other than the DND contingency grant, he/she is not confirming data contained within).

Over the past years, BC has gained commendable reputation at National and across the country for the timely submissions of the ACC9. This reputation has been a result of our SSCs diligence in completion of the ACC9 and meeting the 31 October submission deadline

It is worth remembering that SSC that hold Registered Charity Status, it is mandatory to accompany a proper financial statement with their annual T3010A filing to Revenue Canada. A properly completed ACC9 is also ideal for this purpose.

Note: Squadrons that submit a correctly completed ACC9 to BCPC office on or before 31 October deadline will receive the full 15 points toward their “Sponsoring Committee Performance Evaluation” mark...after deadline and/or “returned for correction”... 5 pts.

Have a good year. We at BCPC look forward to your continued support for 2008/09

Jack Henwood, BCPC Treasurer



Tom Holland presents Long Service Medal to Foundation Director Doug Sutherland

SQUADRON LIAISON

Don Watt
Vice-President

Welcome to the newest squadron in BC, 609 Steveston Squadron in Richmond. There are also a couple of other squadrons just around the corner which should be ready to go within a few months. Our numbers are holding, however it is requested that each squadron do a recruiting programme this fall.

We have changed the boundaries of some of the Wings, in order to ease the workload of the Wing Chairs. We have created two new wings and named two new Wing Chairs to cover the new areas. The DND has also done this to give the ACICO's a smaller number of squadrons to work with. I would like to extend a special thank you to all the Wing Chairs and welcome those that are new to this very important position.

As reflected in the new organization chart (see front inside cover) the Wings have now been formed as follows:

Greater Vancouver

Wing Chair: Robin Hart

Squadrons are:

103	111	135
525	835	858

Metro Vancouver

Wing Chair: Christine Welch

Squadrons are:

513	637	754
759	767	777

Lower Mainland

Wing Chair: Ron Rique

Squadrons are:

609	655	692
819	828	907

Fraser Valley

Wing Chair: Gail Elgert

Squadrons are:

147	521	583
746	861	

Okanagan Wing

Wing Chair: Floyd Monaghan

Squadrons are:

204	222	223
242	243	259
902		909



Kootenay Wing

Wing Chair: Keith Kepke

Squadrons are:

266	279	531
561	581	841
904		

Northern Wing

Wing Chair: Rick Meijer

Squadrons are:

258	353	396
747	768	787
	899	

Vancouver Island

Wing Chair: Mike Symons

Assistant Chair: Jan Hogan

Squadrons are:

22	89	205	257
363	386	676	744
848	893		

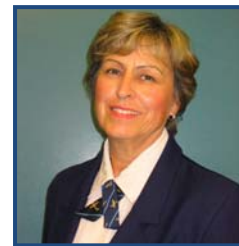
We know that with the new wings and alignment your Wing Chairs will be able to serve you better. Once again, thanks to each and every one of you.

One weekend in August was given to a joint Wing Chair/ACICO meeting. This was very beneficial to both the league and DND and we had many discussions one on one with our counter part. It is planned to do this again next year.

We ask that this year we all continue to build in the community by taking part in local parades, civic events, etc.

SPECIAL PROGRAMS

Gladys Jarvie, RN,
Vice President, Operations



Thank you to all the Squadrons, Sponsoring Committees, Officers, Wing Chairs, and especially the Cadets who participated in the Effective Speaking Program 2008.

Although there are large geographic barriers in some areas of this province, the participation at Wing Competitions is still very good. I sincerely appreciate your support in making this program a success.

"Effective Speaking" is a program that is recognized by the BC Gaming Commission, and meets the "Direct Access Grant" guidelines for funding assistance. Since 2005/06, the BC Gaming Commission has provided financial Assistance in excess of 60% of this Program's operating costs.

There was a Regional Competition in each Wing, with the winner of the Wing competition going on to the Provincial Competition. The winner of the Provincial Competition, Cpl Claudia Wong from the Vancouver Island Wing, went on to represent British Columbia at the National Competition in Quebec City, June 19, 2008.

Cpl Wong did an excellent job of representing our Province in a very demanding competition, with 11 of the best Cadet speakers from across Canada. We will be sending our 2009 Provincial Winner to the next National Effective Speaking Competition in Saint John's Newfoundland, June 2009.

I strongly encourage each Squadron to send a representative to their respective Wing Competition. Dates for the 2009 Wing and Provincial Competitions will be posted on the B.C. Provincial Committee website "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; your Cadet just has to want to speak.

The time has come for me to pass the position as Provincial Effective Speaking Coordinator on to someone new (not new to the Cadet program, but new to the B.C. Provincial Committee). Ms. Terri Slater has taken on this Position effective July 2008 – and you may have seen her working with me during the past year.

Information regarding the 2009 Effective Speaking Program is available at the BCPC website www.aircadetleague.bc.ca under – Programs – Effective Speaking. This information includes rules and regulations, application forms, scoring sheets for Judges, Timer, and Teller, Guide for Speakers, Information for Judges, and a Guide to assist with Wing Competitions.

- Please note that the speaker application form (ACC54) may now be filled out 'on line' and then 'printed off'. Each speaker must bring a

completed application form to each competition.

- Also, the list of topics for the Prepared Speech has been increased to eight.

If you have any questions or require assistance please to contact Ms. Slater 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 2008 Provincial Competition.

Kootenay Wing

Sgt Taylor Szabo 531 City of Trail Squadron

Okanagan Wing

Sgt Monika Viktorin 259 Panther Squadron

Northern Wing

WO2 Erica Braam 747 Unicorn Squadron

Fraser Valley Wing

FCpl Alexy Plenits 861 Silver Fox Squadron

Lower Mainland Wing

FCpl David Mak 111 Pegasus Squadron

Vancouver Island Wing

Cpl Claudia Wong 89 Pacific Squadron

I would also like to Acknowledge and Thank:

- The BC Gaming Commission for financial Assistance with our operating costs.



- 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 many years of support and assistance with the Richmond and Lower Mainland Wing Cadets, and the Lower Mainland Wing and Provincial Competitions.
- Lindy Edgett for her many years of support with the Vancouver Island Wing Competitions.
- Dale Grieves for her work with the Prince George Cadets, and help with organizing the Northern Wing Competitions.

- Every Sponsoring Committee, Parent, and Squadron Staff who have helped to promote this program.
- Gail Elgert (my Assistant) for her continued support.
- Terri Slater - my new assistant and the new Provincial Coordinator.
- WO2 Kristine Slater (655 Richmond Squadron) as Assistant Master of Ceremonies at the 2008 Provincial Competition.

- Mr. Larry Spouler for his fantastic work with the DVD recordings of the Provincial Competitions.
- Mr. Tom Holland , and all the B.C. Provincial Committee for their support and assistance with the Provincial Competitions.

Respectfully submitted,
Gladys Jarvie



2008 Provincial Effective Speaking Competition Participants

(L-R) Mike Symons, Cpl Claudia Wong, FCpl David Mak, FCpl Alexy Plentis, Sgt Taylor Szabo, WO2 Erica Braam, Sgt Monika Viktorin, Rick Meijer

PROVINCIAL AVIATION COORDINATOR

Norm Lovitt



BACKGROUND

Introduction

Over the past year there has been a significant increase in the workload associated with both the management of the Provincial Air Cadet Glider Program and the partnership between Aerospace Industry Association of BC (AIABC)/ Air Cadet League, BC Provincial Committee (BCPC). Consequently, in Feb 2008, the Executive Committee combined the responsibilities of the Aviation and Aerospace Coordinator under a single Coordinator and committee. The Provincial Aviation /Aerospace Committee is responsible for managing the BC Provincial Committee's aviation resources and developing and implementing the evolving AIABC/BCPC partnership.

Norm Lovitt was appointed as Aviation/Aerospace Coordinator with Jack Henwood and John Laidler as committee members.

Provincial Aviation Coordinator

Although responsible to the President of BCPC, the Aviation Coordinator works within the guidelines and policies as set out by the National Flying Committee (NFC). All Provinces have representation on the NFC. The Department of National Defence (DND) is represented by the National Cadet Aviation Operations Office, and the National Technical Authority. The NFC, under the guidance of Chair 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 conjunction with the November, 2007 Semi-Annual General Meeting (SAGM) in Ottawa, and again at the National Annual General Meeting (AGM) in Quebec City, June 2008. Effective June 2008, Eric Steffensen replaces Bill Paisley as Chairman of the NFC.

Provincial Aerospace Coordinator

The Aerospace Coordinator is responsible to the President of BCPC for developing and promoting a partnership between the BCPC, Regional Cadet Support Unit and AIABC. The main objective of this partnership is to obtain the direct involvement of the provincial aerospace association in seeking the support of its members to contribute their industrial expertise and resources in order to broaden and enrich the Air Cadet aerospace programs. The Aerospace Coordinator will provide the League Industrial Steering Committee (LISC) with periodic updates. Normally, these updates will be provided on a semi-annual basis at both the AGM and SAGM.

AVIATION

L-19 Replacement Program

As discussed in last years report with the cancellation of production of the MA104 Wilga 2000 aircraft we resumed our search for a suitable replacement aircraft for the L-19. After updating the original Statement of Requirement (SOR) it was apparent that the two aircraft that best suited our requirements were the Maule (model M-7-260C) and the modified Cessna 182 by Sealand Aviation.

In Feb Sealand Aviation loaned, at no cost, BCPC a suitably modified Cessna182 for Regional Glider School (RGS) to evaluate as a tow aircraft. The only expense to BCPC was an insurance premium to extend coverage to the 182 for the month of the trial. In March, RGS successfully completed the towing evaluation. The 182 was flown a total of 14 hours both cross-country and under different glider towing configurations. The 182 performed extremely well throughout the evaluation and either met or exceeded all critical requirements. The 182 out performed the L-19 in towing a glider to 3000ft by a 49% margin with an average rate of climb of 909ft/min while the L-19's average climb rate was only 610ft/min. Since the purchase of another aircraft would be contingent on the sale of the Wilga, in February the Executive Committee made the decision to sell the Wilga with the assistance of Sealand Aviation and the services of an aircraft brokerage firm. To date we have received a number of inquiries but no serious offer to purchase.

Regrettably, our efforts to either rent or lease a suitably equipped Maule in support of an evaluation have proven less successful. When contacted the Canadian Maule Dealer was only interested in supporting an evaluation if we committed to purchasing the trial aircraft. Another approach attempted by RGS was to contact the Washington State Civil Air Patrol who use the Maule to tow gliders in their program. They kindly offered an opportunity for our tow pilots to gain some towing experience with the Maule by participating in their program. However, since these flights would be conducted towing a different make of glider in an actual training environment they would have no evaluation value beyond providing our pilots with a general feel for the aircraft.

Under these circumstances, and given the Directorate of Cadets (DCdts) positive response to the 182 Trial Report at the AGM consideration is now being given to forego any further effort to evaluate the Maule aircraft and make application to DND for the approval of the Cessna 182 as Pacific Regions Tow Aircraft.

Winches

During the NFC meeting LCol Gaboury informed the members that DCdts has secured sufficient funding to purchase 3 (possibly 4 depending on price) glider launch winches a year for the next 3 years. DND is currently negotiating a multi-year purchase of modern single drum winches from a California company. Although the contract price will determine their final numbers and delivery schedule, it is anticipated that the first 3 winches will be purchased by the Spring of 2009 and delivered to Prairie and Eastern Regions. DCdts' current plan calls for Pacific Region to receive a winch from the second group scheduled to be purchased in the Spring of 2010.

Gliders

During the night of Nov 11/12 Comox area experienced some severe thunderstorm activity with heavy rain accompanied by 45 knot winds gusting up to 60 knots. Buffeting by these storm force winds resulted in the tie downs holding glider CGCLK working loose and in the early hours of the morning, the glider broke free, was blown against the perimeter fence and destroyed. A suitable replacement glider was found in Oregon, purchased by the BCPC and transported to Comox in early January. On arrival the glider was placed in the Structural Inspection and Repair Program (SIRP) which will hopefully be completed sometime this fall. Our aircraft insurance policy has fully covered our losses incurred as a result of this accident.

Retention of Cadets in the Glider Program

Many of the regional initiatives identified in the BC Glider Pilot Retention Study in last years report have been implemented. These include providing staff at the familiarization gliding sites with a food allowance, partial travel re-imbursement and more dedicated staff training days. Again this year, RGS held a successful March Break Glider Camp in Comox where a number of cadets were able to complete their front and rear seat ratings. This camp along with the increased number of staff training days have resulted in 17 cadets qualifying for the BC Glider Pilot Training Achievement Awards Program (GPTAA) in the 2007/2008 training year. Ten cadets received the \$175 award for achieving their front seat qualification; five received the \$300 award for their rear seat qualification, while two cadets received \$475 for achieving both front and rear seat qualification.

A new retention initiative introduced this year has been to form a partnership with the BC Soaring Association and hold weekend soaring camps for the glider instructional staff at the airfield in Hope. This initiative was undertaken not only to retain the interest of the current glider instructors remaining in the program but also to provide an incentive that will attract former glider instructors back into the program. Two of these soaring camps were successfully held in May and September this year.

As a consequence of all of these initiatives, the RGS glider flight instructor positions for the summer gliding camp were over solicited and we were able to offer the services of Pacific Region glider instructors to other Regions. The positive results of our retention initiatives are being recognized by other Regions with Saskatchewan being provided with two positions on the 2009 March Break Glider Camp.

BC Glider Program Long Range Plan

During the discussions for the Glider Pilot Retention Study it became clear that a number of the issues raised were beyond the scope of the study and would require some fundamental changes be made to the Air Cadet Glider Program to resolve them. Consequently, in the fall of 2007 the NFC and DCdts requested that all PC in cooperation with their respective RGS staff jointly develop a regional long range plan. The BC Glider Long Range Plan (see note 1) was completed in March 2008 and concurrently forwarded to the NFC and DCdts. The highlighted a number of potential future issues. However the two specific areas which caused the greatest concerns are the forecasted shift in the demographics of the cadet target population and the loss of glider operating sites in the Lower Mainland.

This glider long range planning process is now a part of the League Strategic Planning Process announced at the AGM in June.

AEROSPACE

Memorandum of Understanding

On June 11, Tom Holland and Karin MacMillan, the Executive Director of AIABC, signed a Memorandum of Understanding (MOU) between the BCPC and the AIABC (see note 1) to work together with British Columbia based training institutions to promote the exciting career opportunities in aerospace to Air Cadets.



(L-R) Norm Lovitt, Karin MacMillan and Tom Holland

The MOU describes how the BCPC and the AIABC will work in partnership with BC Aerospace Training Institutes to develop comprehensive programs designed to inform, introduce and orient cadets to aerospace industry training and careers. These programs may include, but are not limited to, Career Days, Industry Tours, Introductory Training and Orientation and will showcase both the Aerospace Industry and the Training Institutes. Given the challenges associated with recruiting students into training programs, the MOU is intended to support ongoing efforts by education institutions and others to raise the profile of the aerospace industry, enhance enrolment levels in aerospace training programs and increase the level of awareness about exciting aerospace career opportunities in British Columbia. The MOU is also intended to support exposure of interested Air Cadets to aviation opportunities not included in the current Air Cadet training curriculum.

PROGRAM DEVELOPMENT

Implementation of the MOU is now at a program development stage with the appointment of a working group consisting of Karin MacMillan, Maj Brent Deck, John Laidler and Norm Lovitt. The working group has established an overall strategy and set of criteria against which proposed programs will be evaluated. The agreed program development strategy is to trial, modify and prove proposed programs in the Lower Mainland prior to any consideration being given for a phased implementation on a province-wide basis. No programs will be either trailed or implemented unless the group is satisfied that, to the extent possible from an organizational stand-point, it has a reasonable expectation of success. Subsequent to the successful completion of a trail, no program will be considered for full implementation unless it is seen to be successful by all stakeholders.

The working group is currently considering a number of initiatives with the first proposed program scheduled for trial in the Lower Mainland this fall.

CONCLUSION

Though this past year has been a very busy one it has also been extremely gratifying as I think we have moved the 'yard sticks' on a number of initiatives. It has been a team effort and I would like to acknowledge and thank Tom Holland, Karin MacMillan, Maj Chris Tuck, Maj Brent Deck, John Laidler and Jack Henwood for all their work and support in the making things happen.

Note1 - Copies of the Pacific Region Long Range Plan and the Memorandum of Understanding between the BCPC and the AIABC are available on the BCPC Website.



Sgt James Finlay
receiving the
Harry Astoria Memorial
Glider Pilot Flying Award





FSgt Hans Carolsfeld
receiving the
Bill Batchelor Memorial Award



Sgt Afraj Gill
receiving the
ANAVET Cadet Medal of Merit
(Glider Scholarship)

Glider Pilot Training Achievement Award Winners



August 14, 2008
Comox Parade

CHIEF ADMINISTRATIVE OFFICER

Ilona Turra

Chief Administrative Officer



This year has proven to be an exciting one for me both personally and professionally. Working through the last 9 months has confirmed my decision to take on this position. It is the best program available to our youth and the volunteers that run it at the local Sponsoring Committee level and the Provincial level are most certainly exceptional individuals.

I offer you some points to ponder:

Communication

Communication is the basis of success in all aspects of our lives. This year the BCPC took the initiative and have now provided members with a TOLL FREE number: 1-866-614-BCPC (2272) please don't hesitate to call the BCPC office with any questions, comments or just to say "Hello".

If you prefer electronic communications contact us at bcpc@aircadetleague.bc.ca I strive to return calls and emails quickly and efficiently and hope that to date this has been achieved.

Review Boards

This year I, along with my counterpart at RCSU, Capt Shim, had the task of receiving, preparing, inputting all the applications for the Scholarship Camps. There is one piece of advice I would like to offer to Sponsoring Committee Chairs. Please make sure that you take the time to review the applications that you are asked to sign. When reviewing these applications, confirm that all required documentation and signatures are present. This will most certainly speed up the processing of these applications. With the time constraints of these applications your diligence both on the Sponsoring Committee and Military side are sincerely appreciated.

Compliance

As an Incorporated Society and member of the Air Cadet League of Canada, there are certain reporting requirements that must be met by each Sponsoring Committee.

You will find a list of Report/Documents that need to be filed in the BC Provincial Committee Administrative Manual: Section 3.1.26 Filing Reports.

The Form 11 and the \$25.00 filing fee should be sent directly to Henderson, Livingston, Stewart who will then file on behalf of the society. Don't forget to send your AGM Minutes along with the Form 11. (Listing of Elected Directors). Should you require guidance, please call the BC Provincial Office and I'll be happy to assist.

Screening

In keeping with the Government of Canada's commitment to combat violence, appropriate and thorough screening of applicants for positions of trust with children is considered vital. It is LAW... All Registration and Screening forms are now available on the website. Please use only current registration and screening forms. Old forms will no longer be accepted.

The Sponsoring Committee can appoint a Screening Coordinator/s. This person or persons must be a director of the society. Interviews should be conducted by the screening coordinator (director) and should always be signed off by the Sponsoring Committee Chair.

I do recommend when interviewing a "Squadron" Volunteer you request the Commanding Officer to join you in the interview process. After all the Volunteer will be working with the officers and under the direction of

the Commanding Officer. It is imperative that all the components of the Registrations & Screening package be completed. I can not process an application that is missing the Interview form or the Candidate reference form or signatures.

Please be sure to instruct your applicants when they are requesting a Criminal Record Check to also request the Vulnerable Sector screening.

The CRC must be stamped or marked in some form that the VSS has been completed.

Screening Renewals:

A Volunteer that has been screened and their membership is expiring or has expired can use the "Renewal" screening form. This form can only be used within one year of expiry. After a year, the screening package must be completed. Don't forget the new CRC.

CI: I work in partnership with Capt Matheson at RCSU with reference to CI and "Squadron" Volunteer applications. CI Screening forms are also available on the website. When a CI is applying to RCSU to become a CI, he or she will receive as part of the CI paperwork the ACL/ BCPC's CI form. This form will be returned to RCSU (Capt Matheson) and he will then forward it to the BCPC Office. All CI's must now be screened through ACL/BCPC office. For further clarification, please contact the BCPC.

In Conclusion:

I wish you all a successful year! Remember I'm only a phone call or email away.

Thank you all for the great work you do as volunteers!



August 2008 – Parade at CFB Comox

**Lieutenant Colonel
Viljo Valter Kippel, CD**



In January 2009 LCol Kippel will retire from his second flying career. LCol Kippel retired from active duty from the Canadian Forces in 1998 after serving for more than 36 years in the RCAF Auxiliary, RCAF and the Cdn. Forces. He enrolled in the Cdn. Forces reserves in October 2000 as Deputy Regional Cadet Air Operations in the Pacific Region based in Comox. In April 2005 he was appointed Regional Cadet Air Operations Officer, who oversees the maintenance of our gliders and tow aircraft, Regional Air Cadet Gliding Program. LCol Kippel oversaw the purchase of the Wilga and its modifications for air worthiness to tow gliders.

In 1991, LCol Kippel was awarded the BC Aviation Council's Back and Bevington Safety Award for his extensive involvement with the Air Cadet Gliding Program.

All of us wish a fond farewell and the very best wishes to "Kip" and his family.

For the past several years, our glider flying program has received generous financial assistance from the BC Gaming Commission. This covers over 50% of BCPC's aircraft maintenance costs. Another program that benefits from the Direct Access grant is the Effective Speaking Program. Since 2005 BC Gaming Commission has provided in excess of 60% of the Programs operating costs.



THE AIR CADET LEAGUE OF CANADA

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