



BRITISH COLUMBIA PROVINCIAL COMMITTEE

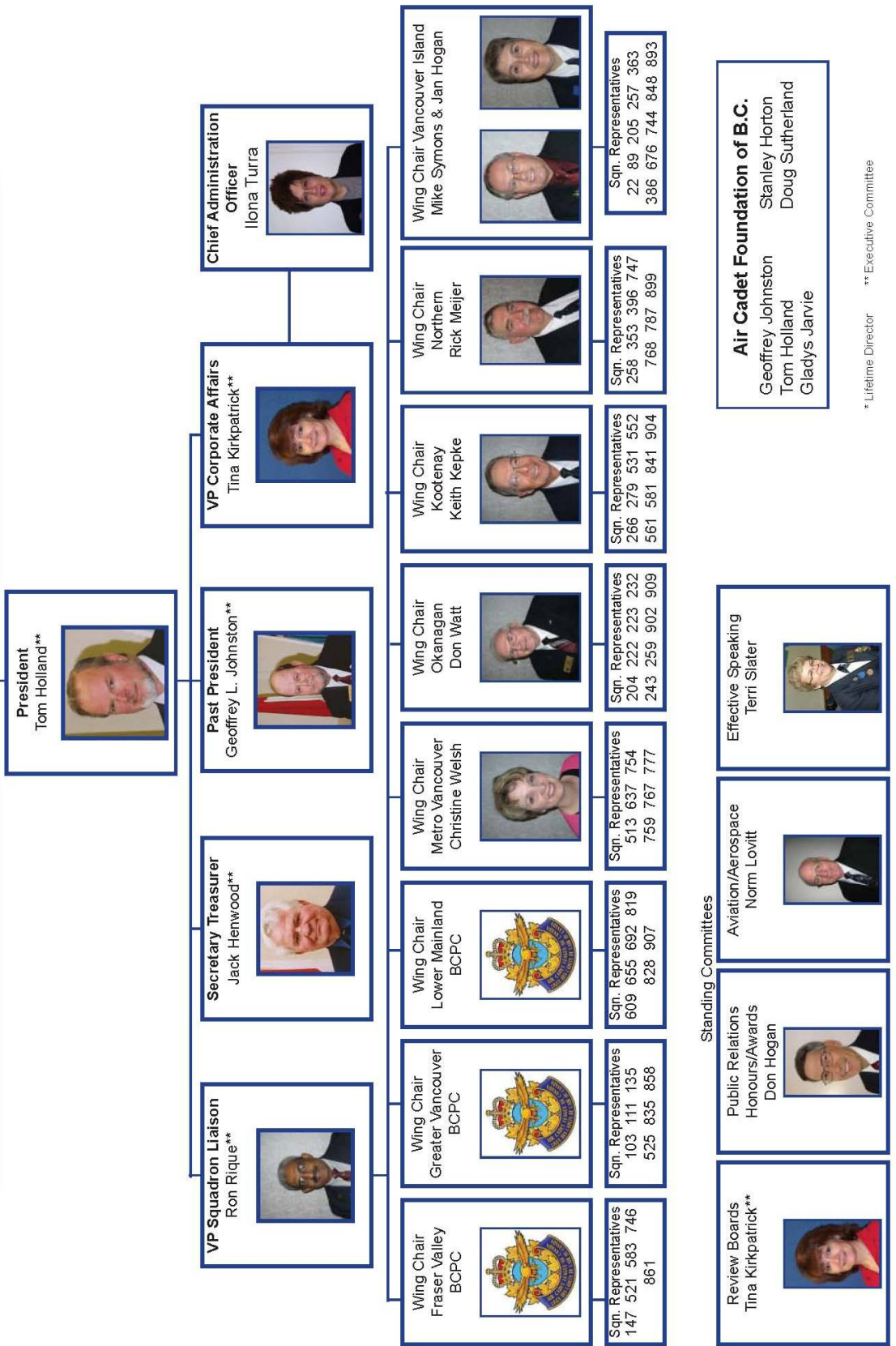
Annual Report

2008/2009

Organizational Chart Air Cadet League of Canada British Columbia Provincial Committee



Board of Directors					
Penny Doern	Jack Henwood	Tom Holland	Geoffrey Johnston	Tina Kirkpatrick	Don Watt
Norm Lovitt	Ron Rique	Rick Meijer	Stanley Horton*	Stanley Harry*	



Air Cadet Foundation of B.C.
Geoffrey Johnston
Tom Holland
Doug Sutherland
Gladys Jarvie

* Lifetime Director ** Executive Committee

PRESIDENT'S REPORT

Thomas G. Holland

President

Air Cadet League of Canada

British Columbia Provincial Committee



Managing Volunteers is our Business

“If You Want My Help-Don’t Make It Look Like You Don’t!”

There are thousands of Volunteers across Canada who devote countless hours to the betterment of the Air Cadet League of Canada, the Provincial Committees and the local Squadron Sponsoring Committee.

This year at the National AGM in St. John’s Newfoundland, it was evident that more Provincial and National members recognized that strength of the Air Cadet Program comes from the Squadron Sponsoring Committee.

British Columbia Provincial Committee recognized the importance of the local squadron sponsoring committee once the incorporation process was started. Today in BC we are well served by the incorporation structure which gives us stability and a system to continually adjust to the Provincial needs of our changing business

Managing volunteers is a difficult task at best; friendships and personalities play a big role in placing people into the correct roles and responsibilities. As Chairperson or President of your Sponsoring Committee it is important to train volunteers; assign some tasks and develop the talents of each individual. Allow the person to do the job with reassurance and support. Break the urge to do it all yourself. We make a lot of friends as volunteers.

Our Volunteers at National

British Columbia League members continue to participate at the National Committee level:

National Governors	plus	Committee Chair or Member;
Ken Higgins		Vice President Chair Recruitment and Retention
Bob Burchinshaw		Chair Policy/Procedures/ Bylaws
Gladys Jarvie		Chair Effective Speaking
Geoffrey Johnston		Chair Music, Member-Quarters/AGM/SAM, /League Industry
Tom Holland		Member- Finance/Fundraising/Provincial Chairs.
Stan Harry		Member- Finance
Don Hogan		Member- Public Relations
Tina Kirkpatrick		Member- Selection Boards/Recruitment & Retention
Norm Lovitt		Member- Flying /League Industry
Terri Slater		Member- Effective Speaking
Ilona Turra		Member- Registration and Screening/Fundraising.

We are indeed proud of the work Gladys Jarvie has done on the National Effective Speaking Committee, It was Gladys who initiated and persevered to have a National Effective Speaking pin created. The Director of Cadets has approved the wearing of the pin by the winning cadet from the Wing, Provincial and National competitions.

Our Provincial Volunteers

Once again British Columbia ranks amongst the top Provincial committees in Canada due to our dedicated members of the Sponsoring Committees, League Reps, Wing Chairs, Committee Members, Executives, Directors and Chief Administrative Officer.

The financial stability, ACC9, Form 11, and compliance with screening have aided BCPC in receiving approval for a \$39,000 per year BC Gaming Grant for the next three years. Our business practices have established BCPC as a viable company able to sell our 6th tow plane, the Wilga, and replace it with a Cessna182P.

This year marked the first time the British Columbia Navy, Army, and Air Cadet League Presidents met jointly with Commander Hughes. We have created an open dialogue to discuss common goals and concerns.

The League is well served by Commander Hughes and his staff in Victoria, and by Lieutenant Colonel Appels and his staff in Comox. The League receives great support from our CIC members in the squadrons throughout our Province.

Retention of Members and Cadets

Keeping cadets, volunteers, and officers interested in the cadet program is one of the hardest challenges we face. We do not have a recruitment problem; it's retaining the interest of those who do belong that is the area of concern. Air Cadets is a family affair as you witness in your own life. Get the cadet, get the parent!

Each Squadron has a unique culture. Call it best practices or attitude, but each unit is different for many reasons. Some of these cultures have been developed over many years by sponsoring committee, officers, cadets, and parent members who are no longer attached to air cadets. In most cases there is a positive spin and a real desire to keep the cadet program fun for all.


Some of the most resilient units are those in the most economically challenged communities. Take a good look at your units culture and adjust the thinking in the area needed to make the entire cadet experience enjoyable for all.

Create the activities for which you have the available resources, delegate the work load and try not to over task yourself.

I am very proud of our Sponsoring Committee, League Volunteers and all our Military members. Together we make quite an impressive Air Cadet Family.

Does this family need your help? Yes it does!

Thank you for your continued support to Air Cadet League of Canada.


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



CORPORATE AFFAIRS

Tina Kirkpatrick, Vice President



BCPC Administrative Manual

Over the past couple of years, a complete update of the Administrative Manual was undertaken and we have continued to make numerous changes to keep the document current. This "living" resource is on line with Word.doc forms that can be used and submitted to the BCPC Office electronically, hopefully making the important administrative tasks much less onerous for the Sponsor Committees.

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 members to be self sufficient and efficient for its own administrative processes. This site along with the new National site is all you will need to allow you to conduct day to day business.

Scholarship Courses

This year marked a major change as cadets were able to apply for up to 3 scholarship courses, the numbers are reflected below -

Wing	2009	Var. from 2008	% Var
FV/LM/GV/MV	203	16	8.6
Kootenay	23	7	43.8
Northern	26	13	100
Okanagan	42	7	20
Vancouver Island	83	16	23.9
TOTAL	377	47	14.2

The initial applicants and the number of cadets who applied for more than 1 course are as follows -

	Initial apps.	>1	>2	% > 1	% >2
FV	50	9	2	18.0	4.0
GV	47	2		4.3	0.0
LM	78	7	1	9.0	1.3
MV	76	6	1	7.9	1.3
KO	27	5	2	18.5	7.4
NO	24	3		12.5	0.0
OK	48	11	1	22.9	2.1
VI	109	22	6	20.2	5.5
	459	65	13	14.2	2.8

Note – Initial applications do not equal the total boards conducted as a number of squadrons did not take the quotas into account.

The increase in the numbers of cadets applying for scholarship courses outside of the Lower Mainland is excellent, a trend that I hope will continue.

Special thanks to the interviewers and administrators who made themselves available for the month of February to participate and conduct the boards.

Squadron Assessment

We continue to receive concerns / misunderstanding of the assessment numbers. This is the third year that we have taken the numbers, as advised by the Squadrons to DCadets, based on Fortress. The squadron numbers from the Fortress system are used for all funding; camps; scholarship courses and assessment fee calculations. It was agreed that data would be pulled from this system to ensure that we were awarding squadrons equally.

RCSU have provided squadrons with information regarding the necessity of maintaining Fortress on a regular basis.

Wing Chair and ACICO Forum

The last weekend of August again saw the League and DND attending a partnership conference; ensuring knowledge transfer and open dialogue between the two partners. The weekend was a great success and the open and positive dialogue that is paramount to the efficiency and success of the Cadet program was excellent. The Wing Chairs and ACICOs had squadron data that RCSU had provided and in conjunction with the Annual reports, pain points and areas of concern were identified, discussed and action plans were put into place. The amount of focus that we, the League and DND, are able to focus on the program has been greatly enhanced due to these forums.

I have enjoyed my first year as VP, the level of participation is very different and I have learnt so much more about the program and I have had the opportunity to work with League members from across Canada on a variety of topics.

Personally, this has been the most memorable year of my cadet life; I had the opportunity to work directly with Manfred Radius, world famous sailplane aerobatic champion; was the Reviewing Officer for the 1st ITAC intake at Comox and was the League Representative at the Wings Parade with General Natynczyk, Chief of Defense Staff.

And yes, it is 2 hours a week.... I am now 79 and the year is 2037!!!

TREASURER'S REPORT

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

The financial statement information presented in this report includes a "Balance Sheet as at August 31, 2009" (Schedule 1), "List of Fixed Assets" (Schedule 1a), "PZL Wilga Sale/Cessna 182 Acquisition" (Schedule 2), "Aircraft Replacement Fund Account & Bank Loan" (Schedule 2a), "Income Statement as of August 31, 2009" with a comparison to the 2008/09 Budget (Schedule 3), and proposed "Cash Budget 2009/10" (Schedule 4).

Balance Sheet (Schedule 1)

Assuming no unanticipated expenses, our cash position to start the 2009/10 fiscal year is well within our guideline of three months cash reserves to carry us through until operating assessment cash inflows begin in mid-November. Amplification of some of the Balance Sheet items are listed on "Notes to Balance Sheet".

List of Aircraft Assets (Schedule 1a)

Schedule (1a) shows a summary of our major assets: aircraft fleet (insured value), serviceable L-19 engines (at cost), and Office contents (insured value).

PZL Wilga Sale/Cessna 182 Acquisition (Schedule 2)

Late 2007, the PZL Wilga factory in Poland was closed making the purchase on any new Wilga aircraft as part of our long term aircraft replacement plan impractical. A search for a replacement aircraft for the Wilga, therefore, became a priority to get our aircraft replacement plan back on track. The Aviation Coordinator's Report provides a recap of the events leading up to the sale the Wilga and purchase of its replacement. "Schedule 2" outlines the financial details of the Wilga sale and acquisition of Cessna C-FCGS which was formally accepted into our fleet on 13 August as part of the graduation "Wings" Parade ceremonies at Comox. The CDS (General Natynczyk) signed the official document to pass operational control of the aircraft to DND in accordance with League/DND "Contract for Goods & Service". The aircraft is completely refurbished and modified for our glider flying program specific needs. For a League cost of \$242,400 we have replaced a five year old plane with what is essentially a new 2009 aircraft..

Aircraft Replacement Funding Account and Bank Loan (Schedule 2a)

In the 2004/05 budget presented and approved at our 2004 AGM, an amount of \$40,000 per year for an "Aircraft Replacement Fund" was introduced. This figure should be viewed as a fixed annual amount, and has been based on a plan to have funds available

to purchase additional aircraft and to



upgrade our aircraft fleet over the next 8- 10 years. This fund will, if necessary, be used in conjunction with a balanced mix of bank financing as required. For the past four years the Fund has provided debt servicing for a \$205,000 bank loan assumed in 2005 for the acquisition of PZL Wilga C-FTUG (Total Cost \$275,000).

"Schedule 2a" has been included to show the activity of the "Aircraft Replacement Fund" account over the past fiscal year and the aforementioned bank loan status. The bank loan was fully paid in January of this year. The \$9,663 balance in the account (after bank debt servicing) has been allocated to the Cessna 182 project.

Revenue and Expense Statement (Schedule 3)

"Schedule 3" is the Income & Expense statement for 2008/09 fiscal year. It also shows the variance between the year end actual amounts with that of the 2008/09 budget presented and approved at our last AGM. Please keep in mind that in accordance with accounting protocol, an "Income & Expense Statement" takes into account both cash expenses as well as some non-cash expenses (i.e. equipment (aircraft) depreciation) but excludes capital loan payments. With regards to cash management, the following table summarizes actual cash inflows and outflows compared to 2008/09 cash budget:

Account	Actual	Budget	Difference
Cash Inflows	\$374,598	\$336,300	Favourable \$38,298
Admin Expense	\$177,968	\$200,750	Favourable (\$22,782)
Cadet Related Exp	\$122,778	\$108,700	Unfavourable \$ 14,078
Total Cash Outflow	\$300,746	\$309,405	Favourable (\$8,704)
Net Cash In/(Out)	\$73,852	\$26,850	Favourable \$47,002

Cash Revenues (inflows) exceeded budget (10%) due principally to receiving unbudgeted \$39,000 Gaming Grant money in February of this year. Administration expenses were 13% less than budgeted, while Cadet Related expense exceeded budget by 11%, largely due to costs related to our flying program. Total cash expenses, however, were under budget by 3%. Overall, we completed the year with a favourable net inflow of cash

“Cash Budget 2008/09” (Schedule 4):

At the 2007/08 AGM, membership approved an increase from \$75 to \$100 per cadet in our Operating Assessment fee for the 2008/09 training year. The fee increase justification was to support an enhanced level of administrative assistance given to Squadron Sponsoring Committees (SSC). On or around the 15th June of this year, SSC were advised by letter that, based on information available at that time, BCPC did not anticipate a change in the \$100/cadet Operating Assessment fee structure for 2009/10. As in the past few years, unit cadet strength would be based on the 31 March, DND “Fortress” cadet effective strength figures provided by Pacific Region.

The budget for 2009/10 presented for your approval, therefore, is based on a 3110 cadet population at \$100 per cadet rate for the Squadron Assessment revenues. I have also provided for reference, historic financial data from the past two years.

With regards to Gaming Grant revenues, in February of this year, BCPC were approved (for the first time) an \$117,000 “three year grant” (\$39,000 per year). Grant Fund use is restricted to our Flying Program (\$35,000) and our Effective Speaking program (\$4000). I will be applying for our second \$39,000 grant installment in due course. It should be noted, that at the time of writing, although the “freeze” on gaming funds that was invoked by the Provincial Government earlier this year appears to be rescinded, much confusion still exists at the Provincial Gaming level with respect to funding certainty and accessibility. Being of optimistic nature, I have included the next \$39,000 Gaming Grant in budget revenues. The impact of Gaming funds on both the previous and current budget is indicated on the bottom of Schedule 4. Should we not receive Gaming Funds, the deficit will be covered by our cash reserves. Keep your fingers crossed!

ACC9's

There were some notable improvements in the quality and timeliness of submissions of last years ACC9 returns. However, 25-30% of the returns were rejected and required resubmission.

Some time in July, all sponsoring committees/treasurers were sent a short article entitled: “The ACC9- Why it's required” authored by Bob Robert, ACL National VP and Chair of the National Finance Committee. This is an excellent article that explains the rationale of the ACC9 and its significance to the financial wellbeing of the cadet program. As a new ACC9 initiative, we have included an ACC9 CD in your Squadron AGM hand-out package for use by SSC treasurers. Remember, the ACC9 is due at BCPC office by the 31 October and the only acceptable format is that provided on the CD.

Air Cadet Foundation of British Columbia

“The Air Cadet Foundation of British Columbia” (the Foundation) was incorporated under the British Columbia Society Act in September 2006 as a means of establishing a long term funding source for the Air Cadet League of Canada, British Columbia Provincial Committee (BCPC). The purpose of the Foundation is

to provide a suitable registered charitable structure to allow the creation of a permanent fund....to be held in perpetuity... the interest revenue of which is to be used primarily 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. In February of this year (2009), we received official Foundation “charity status” confirmation from Revenue Canada....complete with charitable tax receipt number. While all donations, regardless of size or type are sought after, the Foundation, by way of its favourable “disbursement quota” requirements, is ideally suited to receive and administer donation bequests from “Planned Giving”; Gifts-in-Kind; Charitable Remainder Trusts; “special gifting”; “ten year gifting”; Life Insurance, and “Monthly Giving” charitable donations. So folks...we are open for business. Please pass the word! A promotional brochure is in the works

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 2009**

Schedule 1

ASSETS

Current Assets:

Cash in Bank & Investments

Chequing Accounts		\$6,289	
Gaming Account		\$14	
Term Deposits (Unrestricted)		\$115,694	
National Funding Account (Restricted)	(Note 1)	<u>\$25,138</u>	
Total Cash & Investments		\$147,134	
Prepaid Expenses (Prov AGM)		\$1,000	
GST Receivable		\$7,463	
Total Current Assets			\$155,598

Other Assets

Stevens-Guille Trust fund (Restricted)	(Note 2)	\$21,777	
"Thunderbird" Trust Fund (Restricted)	(Note 3)	\$10,239	
Inventory: Merchandise		\$2,732	
Inventory - 2-33 Glider Models		\$2,432	
Inventory - Long Service Medals		\$2,103	
Total Other Assets			\$39,284

Aircraft Inventory

L-19s and Gliders	(Note 4)	\$1	
Cessna C-FCGS	(Note 5)	<u>\$197,100</u>	
Total Aircraft Inventory			\$197,101

TOTAL ASSETS	<u>\$391,983</u>
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LIABILITIES

Current Liabilities

Cadet Flying Training Awards Payable (CFTAs)		\$500	
National Funding Contingency	(Note 1)	<u>\$25,138</u>	
Total Current Liabilities			\$25,638

Long Term Liabilities

Pilot Retention Fund (GPAAs)	(Note 6)	\$249	
Stevens-Guille Trust fund	(Note 2)	\$21,777	
"Thunderbird" Fund	(Note 3)	<u>\$10,239</u>	
Total Long Term Liabilities			\$32,265

TOTAL LIABILITIES		\$57,903
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EQUITY



Capital

Retained Earnings		\$280,411	
Current Earnings (1Sept-31Aug)		<u>\$53,674</u>	
Total Retained Earnings			<u>\$334,084</u>

TOTAL EQUITY		\$334,084
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LIABILITIES AND EQUITY		<u>\$391,988</u>
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Approved:

Director		Thomas Holland (Pres)
Director		Tina Kirkpatrick (Vice Pres)

Notes to Balance Sheet 31 August 2009

- Note 1** A National Funding Contingency of \$32,000/yr was approved in the 2008/09 budget at the 2008 AGM. The full \$32,000 has been expensed for the year. \$6,862 of the fund had been sent to National by 31 Aug 09. A "Restricted" Term Deposit for the \$25,138 balance has set up for future payments
- Note 2** 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 3** 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 4** The L-19s & Gliders are recorded at nominal value of 1\$.
Insured Value of Aircraft Assets: (see Schedule 1(a))
- Note 5** Acquisition Cost of Cessna C-FCGS. (See Schedule 2)
- Note 6:** 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. Donation Funding for these awards have been from the Air Canada Pilots Association, Air Force Officers Association, and Stevens-Guille Bursary.



**British Columbia Provincial Committee
Fixed Assets as of 31 August 2009**

Schedule 1(a)

(A) Aircraft Inventory

Aircraft	Description	Registration	Acquisition Date	Insured Value	Total
	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	
	Cessna 182 Single Eng/4 seats	C-FCGS	2009	\$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>

(B) Engines

(2) L-19 overhauled engines \$55,000 (at Cost)

(C) Office

Furniture and Fixtures 35,000 (Insured Value)

PZL Wilga Sale/Cessna 182 AcquisitionSchedule 2(A) PZL Wilga :

<u>Depreciation expense Summary:</u> (non-cash expense)	<u>Value @ Year Start</u>	<u>Depreciation factor</u>	<u>Value Reduction</u>	Depreciated (Residual) <u>Value @ Year end</u>
Year 1: 2005/06	\$274,455	11%	\$30,190	\$244,265
Year2: 2006/07	\$244,265	6%	\$14,665	\$229,600
Year 3: 2007/08	\$229,600	6%	\$13,800	\$215,800
Year 4: 2008/09)	\$215,800	6%	<u>\$13,000</u>	\$202,800
Accumulated Depreciation			\$71,655	
Book Value year of Sale	\$202,800			
Less Sale Proceeds	<u>\$195,622</u>			
Book Value/Proceeds difference		<u>\$7,178</u>		
<i>(non-cash write-off expense 31 Aug)</i>				

(B) Cessna C-FCGS:Acquisition:

Purchase Price	\$180,000	
Prov Sales Tax	\$12,600	
GST (50%)	\$4,500	
Total Acquisition cost (before SIRP)		<u>\$197,100</u>

Funding sources:

Revenue from PZL Wilga sale	\$195,622
"New Aircraft Funding" Account	<u>\$1,478</u>
	<u>\$197,100</u>

Upgrades/Refurbishment (Air Cadet League)

Rewire,instruments,paintng,brake system, etc		<u>\$45,300</u>	
<u>Funding sources:</u>			
Gaming Account	\$30,300		
"New Aircraft Funding" account	\$8,185		
General Account (cash reserves)	<u>\$6,815</u>		
Total		\$45,300	\$45,300
Total Cost (Air Cadet League)		<u>\$242,400</u>	Note 1

Note 1 An additional \$47,000 (approx) refurbishment SIRP costs have been paid by DND under the League/DND "Contract for Services" agreement

Schedule 2a

"Aircraft Replacement Account" & Bank Loan

(1 Sept 2008 - 31 August 2009)

**Bank Loan
Balance**

01-Sep-08	Bank Loan Balance 1 September 2008	(Note 1)		\$29,405
	<u>"Aircraft Replacement Fund" Account Activity:</u>	(Note 2)		
01-Sep-08	Budget for 2008/09		\$40,000	
	Funds applied to monthly loan payments:			
	Loan Principle reduction	\$8,694		\$20,712
	Loan Interest charges	<u>\$932</u>		
	Total		<u>\$9,626</u>	
15-Jan-09	Fund Balance		\$30,374	
27-Jan-09	Bank Loan Payout 27 Jan 2009		<u>\$20,712</u>	<u>\$0</u>
	<u>Balance Applied to Cessna C-FCGS Project:</u>		<u>\$9,663</u>	
15-Apr-09	Cessna Purchase (Acquisition)	\$1,478	Sched 2	
20-Aug-09	Upgrades/Refurbishment	<u>\$8,185</u>	Sched 2	
		<u>\$9,663</u>		
31-Aug-09	Fund Balance 31 Aug 09			<u>\$0</u>

Note 1 In Dec 2005, a \$205,000 bank loan was secured to finance the purchase of a 6th Tow aircraft: C-FTUG a PZL Wilga 2000 MA. Debt servicing has been provided through the "New Aircraft Funding" account. The sale of the Wilga in March 2009 provided funds to purchase its replacement in April 2009 C-FCGS, a Cessna 182 P.

Note 2 In the 2004/05 budget presented and approved at our 2004 AGM, an amount of \$40,000 for "Aircraft Replacement Funding" was introduced. This figure should be viewed as a fixed annual amount, and has been based on a plan to have funds available to add additional aircraft and to upgrade our aircraft fleet over the next ten years. This fund will, if necessary, be used in conjunction with a balanced mix of bank financing as required.

British Columbia Provincial Committee
Income Statement for Year Ended 31 August 2009 with Budget Comparison

Schedule 3

<u>REVENUE</u>	<u>Actual to 31-Aug-09</u>	<u>Budget 2008/09</u>	<u>Variance (under)</u>	<u>%</u>
Income				
Squadron Assessments	\$324,100	\$323,800	\$300	
Gaming Grant Income	\$39,000	\$0	\$39,000	
Donations	\$6,740	\$8,000	(\$1,260)	
Miscellaneous Revenue	\$119	\$500	(\$381)	
Interest Income	\$3,319	\$3,500	(\$181)	
Scholarship Continuation Flying	\$1,320	\$500	\$820	
TOTAL REVENUE	\$374,598	\$336,300	\$38,298	10% Favourable
<u>EXPENSE</u>				
Administrative Expenses				
Bank/Visa/MasterCard Charges	\$717	\$650	\$67	
Insurance - Office	\$425	\$450	(\$25)	
Insurance - D & O Liability	\$3,192	\$4,100	(\$908)	
Telephone/Fax/Internet/Web	\$4,513	\$5,000	(\$487)	
Legal Expense	\$15,248	\$25,000	(\$9,752)	
Office Expense	\$2,365	\$4,000	(\$1,635)	
Postage	\$1,249	\$1,300	(\$51)	
Wages/Payroll Expenses (Exec Secretary))	\$51,381	\$52,000	(\$619)	
Office File Storage	\$1,615	\$2,000	(\$386)	
Equipment Maintenance & Purchase	\$5,056	\$3,500	\$1,556	
Miscellaneous Expense	\$1,873	\$2,250	(\$377)	
Travel Expense	\$40,096	\$40,000	\$96	
Meetings - Provincial AGM	\$6,136	\$16,500	(\$10,364)	
National ACL- AGM/SAGM	\$12,102	\$12,000	\$102	
National Office Funding	\$32,000	\$32,000	\$0	
Total Administration Cash Expenses	\$177,968	\$200,750	(\$22,782)	-13% Favourable
Cadet Related Expenses				
Insurance - AD & Liability Cadets	\$8,793	\$9,000	(\$208)	
Scholarship National (IACE)	\$5,000	\$1,000	\$4,000	
Continuation Flying Awards	\$1,000	\$0	\$1,000	
Parades and Special Events	\$681	\$2,500	(\$1,819)	
Selection Board Expense	\$6,593	\$6,000	\$593	
Wing Chair Expense (8 Wings)	\$1,828	\$5,000	(\$3,172)	
Trophies & Awards	\$2,215	\$5,000	(\$2,785)	
Effective Speaking	\$8,191	\$10,000	(\$1,809)	
Competitions	\$0	\$700	(\$700)	
Aircraft Insurance	\$0	\$1,500	(\$1,500)	
Promotion & Recruiting	\$1,459	\$1,500	(\$41)	
Aircraft Maintenance	\$47,345	\$30,000	\$17,345	
Aircraft Engine Overhauls	\$29,085	\$35,000	(\$5,915)	
Aircraft Replacement Account	\$10,588	\$1,500	\$9,088	
Total Cadet Related Cash Expenses	\$122,778	\$108,700	\$14,078	11% Unfavourable
TOTAL CASH EXPENSE	\$300,746	\$309,450	(\$8,704)	-3% Favourable
NET CASH OPERATING PROFIT	\$73,852	\$26,850	\$47,002	64% Favourable
Depreciation Expense (non-Cash)	\$20,179	\$13,000	\$7,179	
(Depreciation + Write-down of Wilga - See Schedule 2)				
NET PROFIT	\$53,674	\$13,850	\$39,824	Favourable
(As Per Balance Sheet)				
Capital Cost Adjustment	(\$29,405)	(\$38,500)		
("Aircraft Replacement Fund" Capital Cost Portion)				
((\$40,000/yr less expensed amts: \$10,595)				
(loan int: \$932 + C182 project \$9626)				
Adjusted Actual vs Budget	\$24,269	(\$11,650)	\$35,919	Favourable

Cash Budget : 2009/2010

Schedule 4

	<i>Actual</i> <u>31-Aug-08</u>	<i>Actual</i> <u>31-Aug-09</u>	<u>Budget</u> <u>2009/10</u>
<u>REVENUES:</u>			
<i>Assessment Fee/cdt</i>	\$75	\$100	\$100
<i>Cadet Eff Strength</i>	2935	3,241	3110
Squadron Assessment	\$220,125	\$324,100	\$311,000
Gaming Grant Income	\$39,000	\$39,000	\$39,000
Donations	\$9,264	\$6,740	\$6,500
Miscellaneous	\$25	\$119	\$200
Interest Income	\$3,684	\$3,319	\$3,000
CFTA Donations	\$500	\$1,320	\$500
	-----	-----	-----
Total Revenues (Inflows)	\$272,598	\$374,598	\$360,200
<u>Administration Expenses</u>			
Bank/Visa/Mastercard Charges	\$635	\$717	\$650
Insurance - Office Contents	\$425	\$425	\$450
Insurance - Liability	\$4,012	\$3,192	\$4,000
Telephone/Fax/Internet/Web	\$4,473	\$4,513	\$5,000
Legal (BCPC Lawyer)	\$21,878	\$15,248	\$16,000
Office (Supplies/printing/etc)	\$3,081	\$2,365	\$4,000
Postage	\$913	\$1,249	\$1,300
Wages/payroll Exp (Exec Secretary)	\$45,487	\$51,381	\$52,000
Office Assistant (Compliance etc)	\$0	\$0	\$12,000
Office Space Rent	\$1,951	\$1,615	\$2,000
Office Equip Maint. & Purchase	\$3,480	\$5,056	\$3,500
Miscellaneous	\$1,899	\$1,873	\$2,000
Travel	\$41,918	\$40,096	\$40,000
Provincial AGM	\$8,550	\$6,136	\$16,500
National ACL: AGM/SAGM	\$8,838	\$12,102	\$12,000
National Funding Contingency (\$10/cdt)	\$0	\$32,000	\$31,000
	-----	-----	-----
Total Admin Exp	\$147,540	\$177,969	\$202,400

...page 2....

	<u>ACTUAL</u> <u>2007/08</u>	<u>ACTUAL</u> <u>2008/09</u>	<u>Budget</u> <u>2009/10</u>
<u>Cadet Related Exp:</u>			
Insurance - cadets	\$8,720	\$8,793	\$9,000
Scholarship - Continuation Flying	\$1,000	\$1,000	\$1,000
National Awards (I ACE)	\$1,418	\$5,000	\$2,500
Parades and Special Events	\$0	\$681	\$500
Scholarship Selection Boards	\$3,489	\$6,593	\$6,500
Wing Chairs Expense (8 Wings)	\$2,336	\$1,828	\$5,000
Trophies & Awards	\$6,605	\$2,215	\$2,500
Effective Speaking & Competition	\$9,812	\$8,191	\$9,000
Other Competitions (Band, etc)	\$782	\$0	\$700
Promotion & Recruiting	\$1,674	\$1,459	\$1,500
Aircraft Maint. & Purchases	\$20,735	\$47,345	\$30,000
Engine Overhauls	\$30,598	\$29,085	\$31,000
Aircraft Replacement Fund (\$40,000/yr)	\$40,000	\$40,000	\$40,000
	-----	-----	-----
Total Cadet Related Exp	\$127,169	\$152,190	\$139,200
	-----	-----	-----
Total Cash Outflows	\$274,709	\$330,158	\$341,600
	-----	-----	-----
Net cash Operating Revenue	<u>(\$2,111)</u>	<u>\$44,440</u>	<u>\$18,600</u>
<i>Gaming Grant (not in budget)</i>	\$39,000	\$39,000	\$39,000
Net cash excluding Gaming Grant	<u>(\$41,111)</u>	<u>\$5,440</u>	<u>(\$20,400)</u>

Note 1: 2009/10 Per cadet assessment fee based on DND "Fortress" report of 3110 Avg Eff Strength

SQUADRON LIAISON

Don Watt

Vice-President



It has been my privilege and honour to serve as your Vice President - Squadron Liaison over this past couple of years. I would like to remind all members of the Executive that it is our duty to serve, lead and guide each Sponsoring Committee in doing their job. Remember we are all here to serve.

We now have 56 Squadrons, which are divided into eight Wings, each Wing should have a Wing chair but at the moment we are unable to fill these important positions.

We do need YOU to step forward and take an active role in this great organization. There is so much each of you can get out of the program and commencing as a League Representative is the starting point for people to progress through to a Wing Chair position. Please contact one of the executive members if you wish to get more information.

The Executive Committee will be placing much more focus on training and education of Sponsor Committees, League Representatives and Wing Chairs at the Wing meetings this cadet year. We realize how important it is and that we need to train people and equip them with all the relevant information and materials in order that they can better serve the cadet program

The Wings are as follows:

Greater Vancouver

Wing Chair: BCPC

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: BCPC

Squadrons are:

609	655	692
819	828	907

Fraser Valley

Wing Chair: BCPC

Squadrons are:

147	521	583
746	861	

Okanagan Wing

Wing Chair: Don Watt

Squadrons are:

204	222	223
232	243	259
902		909

Kootenay Wing

Wing Chair: Keith Kepke

Squadrons are:

266	279	531
552	561	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		

Effective Speaking

Terri Slater



This year is the 20th Anniversary of the conception of the idea for the Air Cadet League of Canada's Effective Speaking competition.

The original provincial competition for Level 4 and above was held in Newfoundland and Labrador in 1988.

The winner went on to speak at the National Annual General Meeting. He spoke so successfully at the June 1989 AGM that a decision was made to have a National Competition to celebrate the 50th Air Cadet League competition in 1991. Since that time the rules have evolved and today all Air Cadets, with the exception of previous National Champions, are eligible to compete.

The past year has been very successful in BC with 16 squadrons and 74 male and 22 female cadets being involved in the program. These numbers came from the survey responses that were collected in the Spring. We will continue to collect the numbers of participating squadrons and cadets in the next few years. With the creation of two new wings, two new Wing plaques have been created. This year, we ran two combined competitions very successfully. In the coming year, I would like to see eight separate competitions. Already I have had one squadron volunteer to host the Greater Vancouver Wing competition. I would like to have volunteers from the other wings as soon as possible.

The 2009 Wing Effective Speaking Winners are:

Northern Wing

AC Paul Heim 396 City of Prince George

Okanagan

Sgt. Ryan Kelly 259 Panther

Kootenays

FSgt Justinian Tomlinson 581 Castlegar

Vancouver Island

Sgt Joshua Prior 386 Komox

Lower Mainland

Cpl. Tom Park 655 Richmond

Greater Vancouver

Sgt. Kevin Choi 111 Pegasus, Vancouver

Fraser Valley

FSgt J Attwood 861 Silver Fox, Abbotsford

Metro Vancouver

FCpl Lillian Ying 759 Falcon N. Burnaby

The Provincial Winner, Cpl Tom Park, competed at the National Level in St. John's, NFLD in June. Cpl Park was a fine representative of BC but unfortunately was not the winner. Thanks to Westjet for providing the airfare for the cadets and guardians to attend the National Competition.

At the National AGM, approval was given for the Effective Speaking Pin to be worn on the Air Cadet uniform. The participants at each level of competition, Wing (Bronze), Provincial (Silver) and National (Gold), shall be authorized to wear the awarded pin. As well, an Air cadet who has participated in the Air Cadet League of Canada Effective Speaking Competition in past years, either at the Wing, Provincial or National level and who is still an active member as a cadet, is also authorized to wear the Effective Speaking Competition Pin on their uniform. If your squadron has not submitted the names of the cadets who are qualified to wear the pin, please contact the League office as soon as possible.

A special thanks goes to Mrs. Gladys Jarvie for her hard work on making this medal a reality.

Thanks also go to the BC Gaming Commission that supplies financial assistance to the BC Effective Speaking program.

Submitted by
Terri Slater
Effective Speaking Coordinator
British Columbia Provincial Committee
Air Cadet League of Canada



PROVINCIAL AVIATION COORDINATOR

Norm Lovitt



Introduction

The Provincial Aviation /Aerospace Committee is responsible for managing the BCPC's aviation resources and facilitating the development of cadet programs between the Regional Cadet Support Unit (RCSU) and our Aerospace Industry partners.

Norm Lovitt is the Aviation/Aerospace Coordinator and Jack Henwood and John Laidler 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, Eric Steffensen, 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, 2008 Semi-Annual General Meeting (SAGM) in Ottawa, and again at the National Annual General Meeting (AGM) in St Johns Nfld, June 2009.

Provincial Aerospace Coordinator

Is responsible to the President of BCPC for developing and promoting a partnership between the BCPC, RCSU and our Aerospace Industry partners. The main objective of this partnership is to obtain the direct involvement of the provincial aerospace industry in contributing their industrial expertise and resources to broaden and enrich the Air Cadet aerospace programs. The Aerospace Coordinator provides the League Industrial Steering Committee (LISC) with periodic updates on a semi-annual basis at both the AGM and SAGM.

Aviation

Wilga/Cessna 182 Program – Late 2007, the PZL Wilga factory in Poland was closed making the purchase on any new Wilga aircraft as part of our long term aircraft replacement plan impossible. Therefore, on 2 February 2008, the sale of our Wilga C-FTUG was approved by BCPC Board of Governors. Purchase of any replacement aircraft was contingent on the successful sale of the Wilga. In the fall of 2008, DCdts formally approved the Cessna 182 as a suitable tow aircraft replacement for the Wilga. However, as a result of the world economic crisis the aircraft sales market collapsed, the Wilga remained unsold. Consequently, the Cessna 182 purchase was put on hold. Fortunately, in March of this year, a

buyer for the Wilga was found and after some protracted negotiations the aircraft sale was completed. Cessna182 (C-FCGS), which had undergone extensive pre-purchase modifications and flight evaluation, was purchased in April 2009. Sealand Aviation was jointly contracted by DND/ BCPC to complete work under the Structural Inspection and Repair Program (SIRP) along with a number of additional up-upgrades to the aircraft. The inspection and modification of C-FCGS, Tug 6 were completed at the end of July and the aircraft formally accepted into our fleet in August at the Wings Graduation Parade in Comox. (Note: details of the aircraft sale and purchase transactions are contained in the Treasurer's Section of this report).

Retention of Cadets in the Glider Program

Again this year RGS(P) held a successful March Break Glider Camp in Comox where cadets that hold Glider Pilot Wings were provided with opportunity to up-grade their glider pilot qualifications (front seat, rear seat, instructor rating). In addition, cadets received an instructional flight in a high performance sail plane, compliments of the Port Alberni Soaring Club. This camp along with the increased number of staff training days have resulted in a continued increase in the number of cadets qualifying for the BC Glider Pilot Training Achievement Awards Program (GPTAA) with a total of 20 cadets receiving an award this year. Ten cadets received the \$175 award for achieving their front seat qualification; two received the \$300 award for their rear seat qualification, while eight cadets received \$475 for achieving both front and rear seat qualification. The success of the GPTAA to help motivate and retain glider pilots is readily apparent by the large number of candidates that applied for the Glider Instructors Course. The BC GPTAA has been adopted by DCdts and the League as the model for the development of a National GPTAA program. (Note: details of the aircraft sale and purchase transactions are contained in the Treasurer's Section of this report).

Strategic Planning Process

It has been an exceptional year of change in Air Cadet Flying Program. Last fall, the joint DND/League strategic planning process was accelerated, resulting in a number of initiatives for both the glider and power flying programs being funded for trial by DCdts. The initiatives currently being trialed are:

L-19 Re-Engine Program

An L-19 was modified with an IO-540 engine in June and trialed by Eastern Region this summer. We are currently waiting to hear the results of the trial from DCdts. If the trial is deemed successful and the re-engine program approved, we will be particularly interested in the DCdt's funding formula for the modification of the remaining L-19 aircraft.

Winch Modernization

Late last year, DCdts signed a contract with a California company to purchase 4 modern single drum winches, for delivery in the spring of this year. Due to some unexpected production problems, the delivery schedule was delayed and the first 2 winches were delivered to Prairie and Eastern Regions in June. Prairie Region completed the acceptance trial over the summer and is currently developing the operating procedures manual for the new winch. RGS(P) took delivery of a winch in late summer and is planning to commence a winch trial/training program this fall. On successful completion of the trial RGS(P) will develop a concept of operations over the winter and introduce winch launches into Pacific Region's glider operations in the spring of 2010.

Advanced Gliding Program

In September, RGS(P) in cooperation with the Hope Soaring Club hosted a trial National Cadet Soaring Camp at the Hope Airport. The purpose of the camp was to assist RGS(P) in developing a Cadet Advanced Glider Program Training Syllabus that conforms to the training requirements of the Canadian Soaring Association so that cadets participating in program are eligible to receive the Canadian Soaring Association qualifications. Additionally, a Statement of Requirement (SOR) for the procurement of a sail plane is in the final stages of being approved by the League and DCdts. A trial of one of the leading contenders, the ASK-21 is scheduled to be conducted by RGS(P) staff this fall.

Power Familiarization Pilot Course (PFPC)

Currently, a PFPC Training Syllabus is being developed and funded by DCdts for introduction in the 09/10 cadet training year. The purpose of the course is to increase the availability of cadet power familiarization pilots at the squadron level by making it accessible through a formal training program. This additional flight training will be provided to a select number of cadet PPS graduates at designated flying training schools within each Region.

Advanced Power Pilot Scholarship (APPS)

DCdts has approved Eastern Region to develop an APPS Training Syllabus and conduct a trial. The concept is to provide selected cadet PPS graduates with advanced flight training that is equivalent to the receipt of a second power flying scholarship in order to advance their training towards becoming a tow pilot. The APPS program will be funded from within the existing regional PPS quota system. The number of PPSs provided will be reduced by an amount equal to the number of APPSs awarded. (one PPS is equivalent to one APPS).

Aerospace

Since the signing of the MOU with the Aerospace Industry Association of BC (AIABC) last year, the League has made significant progress in forming partnerships with additional aerospace industries in the Lower Mainland. The BCPC and RCSU have formed partnerships with Canadian Aerospace Electronics (CAE), Air Canada, Aveos and the Richmond School Board and successfully developed programs that will provide the opportunity for cadets to gain greater understanding of the career opportunities in the aerospace and aviation industries. These cadet

aerospace programs are:

AIABC Career Days

AIABC sponsored two Cadet Aerospace Industry Career Days this year. In the fall, cadets in the Lower Mainland were provided with a tour of Avcorp, a large aerospace manufacturing company in the morning followed by a lunch and tour of BCIT Aerospace Campus. In the afternoon a tour was provided by HeliOne, a major helicopter maintenance/overhaul facility. A second more extensive Career Day was held in the spring which included not only the cadets in the Lower Mainland but cadets on Vancouver Island visiting Viking Air in Victoria. The program will be continued with the intention of a possible expansion into the Fraser Valley and the Okanogan Valley.

CAE/Air Canada Flight Simulator Facility Tours:

This year we have established a partnership with CAE and Air Canada to provide cadets with the opportunity to tour their training facility at the Vancouver International Airport. The Air Canada Flight Training Center is the primary Air Canada pilot training facility on the west coast. It consists of five state of the art flight simulators for the Boeing 737 and 767, the Dash 8 and the Airbus A330 and A340 aircraft. The simulators are capable of providing the pilot with all the physical, audio and visual input identical to the actual in-flight experience of landing, takeoff and taxing the aircraft at most major international airports. The program offers two tour formats. One addresses cadets who have either their Glider or Power Wings and other is for cadets who are either interested in or actively pursuing a flying scholarship. The program is a Regional Directed Activity that will commence this fall.

Aveos Graduation Transition Work Experience Program

Aveos Canada is the primary maintenance and overhaul company for Air Canada's aircraft. Aveos, the Richmond School Board and the BCPC/RCSU are developing a 40 hour Work Experience Program at the Aveos maintenance facility. The program will be offered to selected senior cadets to fulfil their Department of Education's Graduation Transition Work Experience requirement. Currently, the details of the application process are being worked out and it is anticipated that the program will be introduced this fall as a Regional Directed Activity.

Again this year has been a very busy one requiring a lot of hard work by a number of dedicated individuals. We have made some exceptional progress updating and advancing not only the Air Cadet Flying Program but our partnerships with the Aerospace Industry that bodes well for the future of the Air Cadet Movement here in BC. It has been a team effort and I would like to acknowledge and thank Tom Holland, Jack Henwood, and Maj Brent Deck for their continued support. In particular, I would like personally thank Maj Chris Tuck whose vision and tenacious leadership were central to the success in the development and implementation of the BC Long Range Plan, the acceptance and acquisition of the Cessna 182 and in leading the charge for the Advanced Glider Program here in BC. Thanks Chris!



COMOX, BC – August 13, 2009

The Chief of the Defence Staff (CDS), General Walter Natynczyk , on behalf of the Department of National Defence, signed an Amendment to the Contract for Goods and Services to place the British Columbia Provincial Committee of the Air Cadet League of Canada's newest tow plane, a Cessna 182P under Operational Control of the Canadian Forces in support of the Air Cadet Gliding Program in British Columbia.



CHIEF ADMINISTRATIVE OFFICER

Ilona Turra

Chief Administrative Officer



I have completed my first full year with the British Columbia Provincial Committee in my position as the Chief Administrative officer. I have learned a lot and continue to develop a good working relationship with the Directors, Wing Chair, League Reps and our 56 Squadron Sponsoring Committees. I thank you all for your trust and patience.

Communication

I believe in Communication!

Please don't hesitate to use our TOLL FREE number: 1-866-614-BCPC (2272), it is in place for your benefit.

If you are unaware of your League Representative or Wing Chair, please call and I will let you know who your contact should be. The BCPC email address is: bcpc@aircadetleague.bc.ca

Review Boards

This year's review boards were easier from the administrative perspective in that I had a better understanding of how and what to expect. However, there were some challenges in some of the process with respect to applications being submitted past the set deadline. In 2010, we will face new challenges as we will need to move the deadline forward to December because of the 2010 Olympics. I encourage the Squadron Sponsoring Committee Chairs to take a more active role in ensuring the applications are submitted on time. This will involve a stronger level of communication on the part of both the Squadron Sponsoring Committee chair and the Commanding Officer.

Compliance

As an Incorporated Society there are certain reporting requirements that must be met by each Sponsoring Committee in order to remain in good standing with the Air Cadet League of Canada, British Columbia Provincial 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 Annual General Meeting for your Society must be held within 6 months of the Society's year end, August 31. When the AGM is complete and your directors have been elected, you need to file a "Form 11" and send it

along with the \$25.00 filing fee directly to Henderson, Livingston, and Stewart. They 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 as old forms will no longer be accepted. Screening Packages can be found on the BCPC Website located at www.aircadetleague.bc.ca.

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 that you request the Commanding Officer to join you in the interview process. After all the volunteer will be working 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 Criminal Record Check must be stamped or marked in some form showing that the VSS has been completed.

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 new 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.

Thank you all for the great work you do as volunteers!
Good luck in the new Training Year!

League/industry partnerships

To date, the Air Cadet League has signed 10 memoranda of understanding or letters of agreement with the aviation/aerospace industry. Below are just some of the benefits or potential benefits to cadets from each:

Air Canada Pilots Association (ACPA)

- Five annual \$1000 continuation flying awards.

Airline Pilots Association (ALPA)

- An annual power pilot scholarship of approximately \$9000.

Air Transport Association of Canada (ATAC)

- Access for selected air cadets to the annual general meeting, convention and tradeshow, as well as to the annual Ottawa spring reception.
- Ground school discounts and access to meeting space and parade grounds.

Aveos (formerly Air Canada Technical Services)

- An annual scholarship of \$500 to the most improved cadet attending the Advanced Aviation Technology Course– Aircraft Maintenance at Canadore College in North Bay, Ont.
- Access to Aveos Maintenance Centres in Montreal, Toronto, Winnipeg and Vancouver.

CAE Inc. (formerly known as Canadian Aviation Electronics)

- Sponsorship of various flying programs (run and co-ordinated by the Air Cadet League; in particular, sponsorship of an annual power pilot scholarship.)
- Access to CAE Training Centres to educate and enhance awareness of aviation career opportunities for cadets; in particular, simulator time for selected cadets at these centres as available.

Canadian Aerospace Associations Human Resources Alliance (CAAHRA)

- Industry expertise and resources to assure that Air Cadet League/Department of National Defence programs are sustained and will be relevant to and valued by industry.

Canadian Aviation Maintenance Council (CAMC)

- An annual \$500 scholarship to the top cadet attending the new Advanced Aviation Technology Course–Aircraft Maintenance.
- Access for selected air cadets to the CAMC annual general meeting and youth forum.
- Access to the CAMC website (www.camc.ca) Youth Space, Air Cadet League sub-section, which provides CAMC posters at no charge, a photo gallery and video clips of aircraft and aircraft parts. Access to the IMLT (see article on page 31).

Canadian Business Aviation Association (CBAA)

- Any applicable lesson plans or training aids that may develop awareness of industry vocations.
- Opportunities for cadets to attend the annual convention, trade show and static display and all CBAA-sponsored workshops and seminars throughout the year. (www.cbba.ca)

WestJet

- A WestJet flight for one cadet and one parent or escort per league provincial committee to the League's national effective speaking competition.

WestJet Pilots Association (WJPA)

- An annual continuation flying training award of \$1500 to a cadet.

Excerpt from Spring/Summer
Edition of Cadence Magazine

A great addition to cadet
information packages.



*Effective Speaking
Competitions*



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

British Columbia Provincial Committee

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