

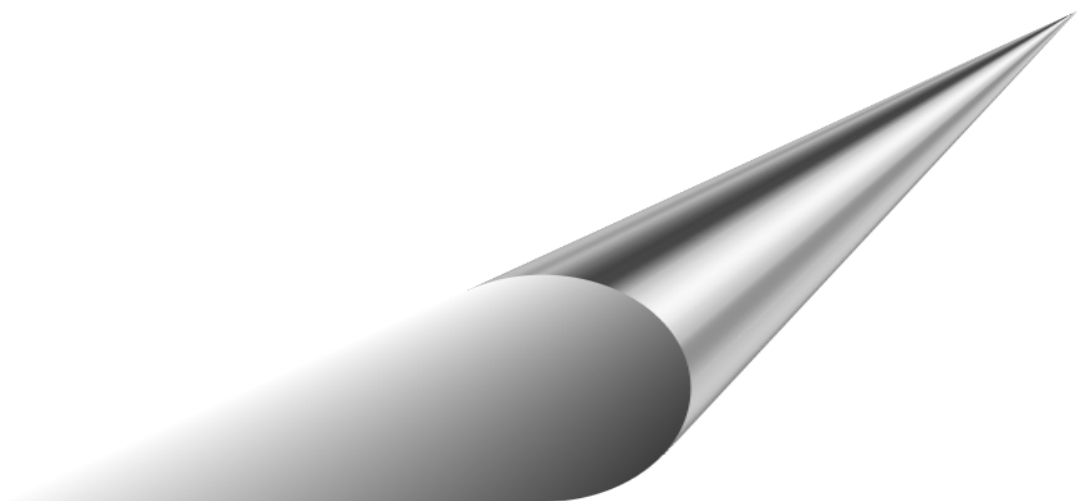


THE AIR CADET LEAGUE OF CANADA

BRITISH COLUMBIA PROVINCIAL COMMITTEE

ANNUAL REPORT

2000/2001



PRESIDENT'S MESSAGE



In October, 2000, I started my fourth year as the Chairperson/President of the British Columbia Provincial Committee, and I attempted to foresee what challenges would unfold in the coming year. Although there was much uncharted water for our Committee to deal with, I knew:

a. the Incorporation proceedings would continue, but I was not prepared for the slow pace of completion, caused mainly by the various Government Agencies we had to deal with, some with very different interpretations of Regulations.

I thank the Sponsoring Committees for being very patient, Geoff Johnston together with Mary Stewart (Legal Firm) say there is a light at the end of the tunnel and it is not a train!

b. although the Registration and Screening Program had met 94% compliance, I was not prepared for three squadrons' defiance to comply. Action has been taken to rectify. The Registration & Screening Program must and will continue. Sherry Strutt is the Registration and Screening Co-ordinator for B. C.

c. your Provincial Aviation Committee has been very active and major aircraft purchases have been made. The National Flying Committee continue their study of the Flying Program. I expected this to have been completed and a decision made, however that is not the case. Jack Henwood as Chair of the Provincial Aviation Committee has done a commendable job and had a very busy year.

d. our finances are in good order, Doug Sutherland our Provincial Treasurer, has done a very good job of adjusting to unexpected expenditures with only minimal difference in FY 00/01 Budget, well done Doug! With a slow down throughout the Canadian economy, prudence and responsibility must be practiced by all.

e. our Wing Chairs are the eyes and ears of the B. C. Committee in their respective Wing, they interpret and apply the policy and procedures of the B. C. Committee also advising the Directors of areas of concern within their Wing. The Sponsoring Committees are very well represented and served by:

Kootenay Wing - Robert MacBain, Okanagan - Robert Burchinshaw, Northern - Stanley Horton, Fraser Valley - Thomas Holland, Lower Mainland - Linda Spouler and Vancouver Island - Stanley Harry.

Well done!

There is a need to improve our standard of squadron visits by our League Representatives, the Wing Chairs will address this aspect within their respective Wings.

f. Selection Boards were very well organized and conducted. With record numbers competing for the National Award Courses. There was sufficient assistance from Pacific Region and the B. C. Committee. All candidates who wished to compete appeared before the Boards. One observation that was noted by all was that Cadets who had not attended a Squadron Mock Board were the least prepared for the Provincial Selection Boards.

g. Familiarization Flying/Gliding was once again amply supported by Pacific Region Gliding Centre with a record number of sorties flown. Our Fleet is in good condition thanks to the good work of the Maintenance Staff at Pacific Region Gliding Centre and also our Technical Advisor, Phil Perry.

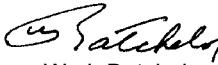
h. The Effective Speaking Program under the capable direction of Gladys Jarvie continues to improve in quality and quantity, and will further expand in Training Year 01/02. Our Provincial Winner will travel to Niagara Falls in June 2002. The standard of Cadet Speakers at each National Competition has risen very quickly over the past few years. This is clear evidence that the Effective Speaking Program is supported and embraced by most Sponsoring Committees and Squadron Staffs. Cadet Arsenault, 581 Squadron Castlegar, represented B. C. at the 2001 Competition and spoke very well.

i. Our Executive Secretary, Leone Sutherland, continues to meet new challenges, bringing improvements to our Administration and introducing us all to changes that will help better serve our Sponsoring Committees. We all owe Leone a very big "Thank you"!

Our relationship with both Pacific Region and Pacific Region Gliding Centre continues in a fine spirit of co-operation with the ultimate wish to serve the Air Cadet. Thank you Commander Saladana, Lieutenant-Colonel Byrne and Major Deck.

We have experienced a very active and, in many ways, a very positive year with much ground work laid for the future.

It has been my pleasure to be associated with all the volunteers, the people in uniform and to the Air Cadets who have made and will continue to make this one of "The Finest Youth Movement" in the world.


W. J. Batchelor
President

THE 60th ANNIVERSARY OF THE AIR CADET LEAGUE

Order in Council PC 6647 was passed November 11, 1940. This order authorized the formation of the Air Cadet League (ACL) of Canada and set forth responsibilities of the civilian body and the Royal Canadian Air Force (RCAF). On April 9, 1941, the ACL was granted a Dominion Charter authorizing it to operate as a charitable, non-profit corporation.

Under authority of the National Defence Act, Section 46, the Canadian Forces (CF) form a partnership with the Air Cadet League of Canada, in operating and supporting a cadet movement for both male and female cadets across Canada.

The first Air Cadet Squadron under the Dominion Charter was formed in Montreal, Quebec, and was named Number 4 De Maisonneuve. By the end of 1941, there were 79 squadrons affiliated across the country. In September 1944, the movement reached its peak wartime strength of 374 squadrons, over 29,000 cadets, 1,750 officers and instructors, and another 2,000 civilians who supplied financial and other support. The Air Cadet League of Canada is therefore celebrating its 60th year of operations under the Dominion Charter.

However....., that's not the end of the story, or even the beginning!

Air Cadet training in Canada actually pre-dates the granting of the Dominion Charter, through the formation of 1601 Wing in Vancouver.

"A Vancouver businessman who gained fame and honour for his flying exploits in World War 1, is father of Canada's fast-growing Air Cadet Corps, nearly 170 of whose original members are now serving with the RCAF. He is Squadron Leader A. W. "Nick" Carter, MBE, DSC, vice-president of the Air Cadet League of Canada.

"In 1938, Carter was asked to head an Air Cadet unit here that would serve as a sort of guinea pig

for the Dominion. Squadron Leader A. D. Bell-Irving, MC, OC of 111 (CAC) Squadron RCAF, was a member of the former Air Advisory Council which had been con-sidering the idea for some time. Bell-Irving was so keen about it, and was so insistent that a start be made, that Vancouver was selected for the try out." (Vancouver Sun, Thursday, June 17, 1943)

Squadron Leader Bell-Irving's personal diary details the efforts he made in convincing S/L Carter to take the position and within two weeks an enrolment parade attracted "about 1,000 boys" at the Horse Show Building (later to become the Stanley Park Armouries). Newspaper accounts place the number at only 700, still a remarkable achievement, and evidence that differing opinions of the numbers on parade has been a fact of Air Cadet life for a very long time!!



S/L A. W. "Nick" Carter

Not everyone approved of the formation of an Air Cadet Corps, and the diaries tell of Bell-Irving's "tangle" with the army establishment and the difficulty in obtaining uniforms. S/L Carter was intent on putting forward a smart-looking unit for the proposed visit of His Majesty King George VI and Queen Elizabeth, scheduled for May 29th, 1939.

"Once again, Duncan Bell-Irving went to bat for the Air Force Cadets, and with the help of Hon. E. W. Hamber, then Lieutenant Governor of British Columbia, and Hon. Ian MacKenzie, then minister of national defence, the boys were provided with some obsolete RCAF uniforms." (Ibid.)

In fact, after months of pleadings, the uniforms arrived only days before the royal visit, after the

Hon. Ian MacKenzie had prevailed upon His Majesty to inspect the Air Cadets while wearing his RAF uniform. Thus, shortage of uniforms also appears to be an age-old problem!

The newly formed 1601 Wing, under the capable command of Squadron Leader Carter, continued to impress government officials, including "Billy" Bishop, VC, and Hon. C. G. Power, Minister of Defence, and both were persuaded by Carter's passion for a Dominion-wide expansion. Mr. Power suggested that an Air Cadet League be organized to provide the necessary civilian support.

"From the small beginnings here in Vancouver, the Air Cadet Corps has spread across Canada,

and today is 21,000 strong with an objective of 35,000." (Ibid.)

And where are they now?

Once the Dominion Charter for the new Air Cadet League was granted in 1941, Squadron Leader Carter selected the number 111 due to their association with 111 Auxiliary Squadron, RCAF.

Over the years, 111 Squadron merged with #57 and #59 Squadrons (who had earlier merged to form #753 Neptune Squadron), and with #5 Squadron, a then-unauthorized girl's unit. Throughout these changes, they retained the historic number, and today they parade as 111 Pegasus Squadron at Bessborough Armouries in Vancouver.

Which is why B.C. is called, "The Birthplace of Air Cadets."



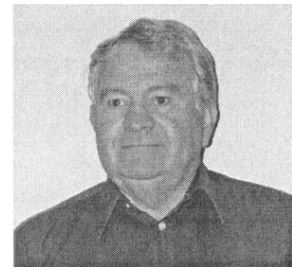
"Group Captain E. C. Luke inspects Penticton Squadron #259. Third from the left is seen Squadron Leader A. W. Carter of Vancouver, a pioneer of the movement." [1943 Archives]

PROVINCIAL AVIATION COMMITTEE

Jack Henwood

Vice-President, Squadron Liaison

Chair, Provincial Aviation Committee



The Provincial Aviation Committee (PAC) is Standing Sub-committee appointed by the Air Cadet League, BC Provincial Executive Committee. Aside from myself as Provincial Aviation Coordinator, members of the PAC are: Bill Batchelor (President, BC Provincial Committee), Phil Perry (Technical Advisor), Ron Aumonier (Power Flying/Gliding Liaison), Geoffrey Johnston (Vice-President, Finance and Administration), Doug Sutherland (Treasurer), Gerrit van Boeschoten (LCol Ret.) The RCA OpsO (LCol Tom Byrne or his representative) is a member as military advisor.

The PAC, although responsible to BC Executive Committee, works within the guidelines and policies as set out by the National Flying Committee (NFC). All Provincial Aviation Coordinators are members of, and form the core the NFC. The PAC mandate mirrors that of the NFC which, stated in simple terms, is to deal with matters relating to the Air Cadet flying and other aviation programs operating within respective Regions and to assist Regional Cadet Air Operations Branch.

Technical highlights of our glider/tow aircraft fleet operation are contained in Phil Perry's report. As mentioned in his report, we purchased two gliders in the past few months. One was to replace glider CLY, that was damaged beyond economical repair. This acquisition was funded through Insurance proceeds. The other was acquired to provide the additional equipment that is more in keeping with the increase in cadet enrollment and the Spring and Fall familiarization flying mandate requirement. A summary of 2000/2001-glider/power flying can be found in Ron Aumonier's report showing a productive and successful flying year for BC cadets. Another first class Wings Parade at Comox this year. Cadets had the distinction of having their Power and Glider Wings presented by Lt/Gen Lloyd Campbell, Commander of Air Command and Chief of the Air Staff.

On the National level, the NFC has had a very busy year. The NFC, under the guidance of Chairman Bill Paisley, met in Ottawa in November 2000 (SAGM), and again in St Johns, NB in June of this year in conjunction with the ACL AGM. In addition to these two formal meetings, several telephone conferences were also held to discuss and make recommendations on various aviation matters. The following are some of the more significant items that were dealt with over the past year:

1. Strategic Review of Flying/Gliding Program:

The NFC Sub-committee Flying Study, prepared jointly by members of the ACL and military, has been in the works for the past two to three years. In my previous PAC report presented at our Provincial AGM last October, I identified the major points that emerged from the Flying Study initiative with some of the proposed recommendations. At that time, the Sub Committee Joint Study 'final' report had not been completed, but was due for completion after further review and discussion at NFC meeting that was to be held at November 2000 SAGM. The extensive comments from various Provincial Committees were thoroughly considered and included where appropriate for the National Program.

The main thrust of the findings of the Sub committee report was "stay the course" with respect to both the glider program (ACLGP) and Power Program, but it also contained several recommendations to resolve some of the identified problems with the ACPG. In addition, the report contained recommendations for improvements to the other aspects flying and aviation program. The revised Sub-committee report was reviewed at the SAGM meeting and approved by Regional Cadet Air Operations Officers and all NFC members, with the exception of Quebec and Ottawa Valley Provincial Committee (QPC). Copies of the final

report were submitted to ACL Board of Governors and DCdts for consideration and approval.

1.1 Quebec Proposal (Eastern Region):

As mentioned above, QPC was not in favour of key parts the Flying Study recommendations - notably, the continuance of the Air Cadet Glider Program (ACGP). The QPC made a presentation regarding their strong desire to eliminate the ACGP and change to an all power program for Eastern Region. The NFC recognized that some Provinces were not entirely satisfied with the current ACGP; however, it was the committee's view that most, if not all, of the deficiencies identified in the National program can be eliminated if the recommendations of the NFC Flying Study Report are implemented.

The NFC recommended, therefore, *"that should the Board of Governors decide to pursue the QPC proposal, The President of the ACL communicate with DND the problem perceived by the QPC with the ACGP in Eastern Region and request an immediate joint QPC/Eastern Region study to review in detail the costing and options for changing the program, including changing to an all power program."*

This recommendation was implemented early 2001 and an "AD Hoc Committee on Flying" was initiated consisting of three military and three League members. The committee is chaired by Paul Martin (not to be confused with Federal Finance Minister Paul Martin). Paul Martin is also the newly appointed Chair of the NFC replacing Bill Paisley. The mandate of the new "AD Hoc Committee On Flying" is to *"Prepare a position paper on current ACL flying activities together with recommendations to the NFC for changes/improvements related to the feasibility of an all power program if preferred by a region."*

The study is based (costed) on an all power program in Eastern Region. As a special committee to the National Executive, this committee is expected to give recommendations by November 2001. At the time of this report, the Chair of the Ad Hoc committee claims to have completed 18 action items. Projected cost figures for an all powered program have been confirmed and a factual report is being prepared. A plan for the Recreational Pilot Permit (RPP) license

has been developed and discussed with Transport Canada with costs finalized. A report is scheduled for presentation at the SAGM in November 2001.

2. Memorandum of Agreement (MOA).

The MOA is the contractual agreement between the ACL of Canada and Her Majesty the Queen (DND). It spells out the responsibilities of each party with respect to the operation of the Air Cadet Gliding program and establishes the aircraft rental rates that DND is to pay for glider and tow aircraft during the conduct of the Summer Glider training. The MOA underwent extensive review by NFC and National RCA Ops O in preparation for its renewal in March of this year (2001). The MOA was signed by ACL and DND in March as required for a five-year term, expiring in March 2006.

While the majority of changes could be considered "house keeping" improvements and clarification of wording, one new addition to the MOA is worthy of note here: *"When it is not practical to provide spring and fall familiarization flying to specific squadrons, the RCA Ops O, in conjunction with Provincial Committee Executive, may authorize power familiarization flying in lieu of glider flying for those squadrons. The power familiarization flying shall be funded by utilizing those funds that would have been used for glider familiarization"*.

This was one of the recommendations of the NFC Flying study. While Pacific Region (as well as other Regions) have had a policy in place to provide power flying in lieu of glider flying in the event of no-fault cancellations of glider flying (i.e. WX cancellations etc.), the funding for this was exclusively from RCA Ops O budget. By including in the MOA it formalizes the policy and identifies funding responsibilities, which will no doubt include some Squadron funding involvement as well.

3. Structural Inspection & Repair Program (SIRP).

The SIRP is designed to ensure the long term structural health of our gliders and tow aircraft. It has proven to most beneficial in prolonging their operational capabilities. On a National level, since 1988 a total of 123 aircraft have gone through the SIRP, and according to DND technical authorities, with the SIRP

continuing, the aircraft fleet can be kept operating for the foreseeable future. With 89 total aircraft, current National SIRP schedule calls for approximately nine aircraft per year to undergo SIRP.

The cost to run the SIRP is a shared one with our DND partners in accordance with the MOA. Air Cadet League SIRP responsibility is to provide funding for all parts and material, while DND is to provide all labour, some parts and material that are available through normal DND supply channels, and facilities to carry out the work. The League financial obligation for parts and material for year 2000/01 nine aircraft (including two from BC) that underwent SIRP was \$63,000, which is in keeping with the National SIRP budget of approximately \$68,000 per year.

4. NFC Survey (questionnaire):

As many of you may recall, a NFC National flying survey (questionnaire) was initiated last year. It was a spin-off of the Strategic Review of Flying/gliding Study alluded to in item (1) above. Two questionnaires (QAs) were designed: one for cadets and one for staff and sponsoring committees.

The primary purpose of the QAs was an attempt to gather more information on the current status of our flying program as perceived by those that are directly involved with the program with specific emphasis and interest in the users of the glider program and glider flying interrelationship with that of power flying to assist NFC in making recommendations for any major changes.

The QAs were placed on the National Air Cadet WEB site to solicit responses via e-mail. In addition to and in conjunction with the Internet National WEB QA, BC also carried out a "hard-copy" survey with the identical QA that was on the WEB. The hard-copy QAs were distributed at our last October AGM. The input from our (BC) responses were included in the National numbers. I would like to thank those Sqns that took the time and effort in providing responses to the QAs. Your willingness to participate was very much appreciated and provided very worthwhile data to compare our Region with that of National statistics.

On a National level there were 834 cadet, and 248 Staff/Sponsoring Committee responses including over 100 narrative comments. Aside from providing some interesting and useful stats on other aspects of the program such as ATC, Soaring Association, On Course Training for Power/Glider Scholarships, the total Glider program apparently is well received with positive responses from the vast majority of those that completed the survey. Some of the main NFC recommendations that flowed from the results of the National results of the survey:

- Major reason for lack of Power Fam flying at Sqn level was given as "lack of funds". Squadron Sponsoring Committees are to be encouraged to provide some funds for Power familiarization flying
- A high percentage of cadets indicated their strong satisfaction with the power/glider flying, but there was also indication of dissatisfaction in time spent at power/gliding sites waiting to fly (BC fared better in this aspect – 75% positive experience at site vs only 60% Nationally). It was recommended that DND be requested to stress the need for a structured program for cadets while they are at flying/gliding sites.
- Flying staff should be responsible for all aspects of the flying, while Squadron staff should be responsible for pre-site visit instructions and for a productive training actives while at the site.
- The need for a "Squadron Aviation Specialist" - a CIC/CI knowledgeable in all aspects of Cadet LHQ training - is very apparent, but lacking on many squadrons. NOTE: DCdt's staff has initiated a project to provide guidance for connecting LHQ training to the flying program. Consultation will occur between Regional Staff and PC Flying Committees and between DCdts and NFC;
- There apparently is a lack of awareness by cadets of the Soaring Associations in their respective areas, and what the Associations had to offer cadet glider pilot enthusiasts. The

ACL has a 'Memorandum of Understanding' with the Soaring Association of Canada, which provides glider flying opportunities at cost savings for Air Cadets as well as other benefits. Provinces are requested to initiate action to improve the awareness of the services offered by the Soaring Association for Air Cadets.

- Flying/gliding Scholarship exam course training at Sqn level is lacking in many Sqns. Some Sqns apparently do not have adequate resources to provide cadets with ground school instruction in order to prepare cadets for Flying Scholarship exams. [NOTE: DND is in the process of preparing an interactive CD containing "Flying Scholarship Program Instructional Package". It is anticipated that the CD will be ready for distribution to all Sqns by this fall (2001). This form of computer orientated home study program should be of great assistance to many of our Rural Sqns].

5. Criteria for Power Flying Scholarship Selection:

During one of the early meetings in Ottawa of the All Power Flying Study group refereed to in item (1.1) above, the subject of criteria for Power Scholarships was discussed. It was the opinion of the three military and three League committee members that the

criteria we used for selection of cadets for power scholarships should be revisited. The prevalent thought of the committee was that too much emphasis is being placed on school academic achievement and insufficient emphasis on motivation and general cadet performance.

Examples given were that two glider pilots, with proven flying skills and motivation toward flying, were not able to win power scholarships, the heavy weighting of the academic mark being the deciding factor. Under our current selection criteria, there is no direct recognition in terms of marks for aptitude toward flying or flying ability. After considerable input by Provincial Committees, it was the consensus that the existing selection criteria is working well and that no changes to the criteria would be considered at this time.

6. Air Traffic Control Course:

An initiative to further improve the ATC course is in the works. A Training package has been prepared by Doug Betts (ACL Training Committee) including recommended qualifying exam for ATC course has been submitted to DCdts for approval. The package has also been sent to Central Region course implementers for possible implementation this year.

My thanks to the other members of the PAC for there valued advice and contribution to the committee.



Our New Hangar at CFB Comox - now being enlarged!

FINANCE AND ADMINISTRATION

Geoffrey L. Johnston

Vice-President, Finance and Administration



Wow! What a year that was!! I can't remember a time when so many of our fundamentals have been more changed or challenged, and the Air cadet League is not immune to these trends. Much of the year was taken up with legal matters: litigation, insurance problems, incorporation of committees, all things which seem to have little to do with Air cadets, but without which Air Cadet activities can no longer take place.

Nevertheless, over the past year there we have made a considerable amount of headway made in the challenges we face:

B.C. Provincial Committee

The B.C. Committee is now incorporated under the Societies Act; our legal name is now THE AIR CADET LEAGUE OF CANADA, BRITISH COLUMBIA PROVINCIAL COMMITTEE. Our new Constitution and By-Laws were accepted by the Registrar as passed at last year's AGM, and they incorporate a number of changes intended to modernize the way we do business.

The affairs of the B.C. Committee are managed by its Board of Directors, and the membership will be asked at this meeting to elect a new Board of five members for a two year term. I will also be placing a Motion on the agenda to amend the By-Laws at next year's meeting, by electing five more Board members for two years terms; if approved, our Board will then consist of ten members, five of whom will stand for re-election each year.

The Board is responsible for setting general policy for the Committee, for electing one of the Board members to act as President, and for approving the appointment of members to the B.C. Committee. The staff (such as the Vice-Presidents, Treasurer, Secretary, Wing Chairs, and Co-Ordinators) are then appointed by the President in consultation with the Board. The day-to-

day operations of the Committee are the responsibility of the President and his executive committee, much the same as typical corporations in the private sector.

While this is a significant departure from our previous management procedures, it is better suited to a province-wide organization as large as ours. Furthermore, the new Constitution and By-Laws are much clearer in setting out the rights and responsibilities of all members of the Committee.

Sponsoring Committees

Incorporation of the individual Sponsoring Committees began at a very rapid pace in late 2000, and just as the paperwork for over 50% of the units was complete, we ran right into a brick wall! The provincial Gaming Commission decided that funds would only be granted to Societies who pledged that such funds would remain in the province of British Columbia should the Society be wound up or disbanded, and informed us that this commitment must be included in the Constitution.

However, the way funds are to be handled in these instances (generally referred to as "dissolution" clauses) must, according to the Canada Customs and Revenue Agency (CCRA, formerly Revenue Canada) be described in an "unalterable" section. Thus, the Gaming Commission was asking existing incorporated societies to alter an unalterable clause. When this was pointed out to them, their answer was to request two Directors to sign a resolution to the same effect. Unfortunately, our counsel advised us that such resolutions would not be legal: thus, the impasse.

Although we have enlisted the help of the Attorney General, it appears it will take some time to correct this new policy direction, particularly now that "core reviews" are underway provincially. Therefore, we have decided to submit all applications immediately, and

to handle any future changes with a blanket amending resolution which will be forwarded to all units.

Charitable Status

CCRA also advised us that they have a two-year waiting list for charitable status applications. We managed to jump the line somewhat when CCRA objected to our Policy and Procedures directive to send all applications through the national Air Cadet League office, but this issue also has not been resolved. Our counsel, Ms. Mary Stewart, is attempting to get a blanket "roll over" for those Sponsoring Committees who previously had tax-exemption numbers, but has not yet received an answer. While this is on-going, we expect units to continue to use their existing numbers.

Re-registration of Assets

Sponsoring Committees who have recently incorporated will want to transfer ownership of major assets into their new Societies. Our tax advisor, Mr. W., Diston, C.A., has obtained a blanket exemption for all such transfers, ensuring that no provincial sales tax will be levied. It is anticipated that agencies in some areas of the province will not be aware of this, and therefore Mr. Diston obtained a written decision from the ministry. Our provincial office will be pleased to forward a copy of this letter to you upon request.

Directors and Officers Insurance

Much discussion took place over the past year on the liability to which Sponsoring committee members and volunteers were exposed. When we discovered the national policy did not, as was previously held, cover Sponsoring Committee members, we arranged to have our own policy issued. However, in July, the National Office obtained this insurance for all Committees in Canada as part of their existing policy. No further insurance appears to be required for D & O, but Committees will want to study their insurance for other risks very carefully.

Reporting

Once incorporated, most Sponsoring Committees will be "non-reporting" Societies (unless they hold real estate, trusts or other conditions set down by the Minister), meaning that audited financial statements are not required.

However, it is still necessary to file annual reports. We will provide each committee with a package containing the Registered Charity Information Form (which takes the place of an Income Tax return for incorporated societies), the ACC9 for the Air Cadet League and for the provincial government, and the Change of Directors forms. We will file these reports through our Counsel for the first year or two.

We are well aware of the endless hours of labour contributed by the members of Sponsoring Committees throughout the province, and we very much regret the trend of increasing paperwork and legalities that never seems to end. However, we cannot, in this day and age, operate a society for youth without these safeguards, onerous or not. We in the B.C. Committee will make every effort to minimize the load passed onto Committees, and to provide with as much assistance as you require.

Budget

Our income last year was higher than we expected, and expenses were lower; as a result, even with the acquisition of an additional glider, our deficit of \$17,571 was much lower than the \$38,900 predicted.

However, this lower deficit also made it difficult to apply for gaming funds, since our cash reserves remained fairly high throughout the year.

We anticipate that revenues will stay fairly stable throughout the next year, and although the costs of aircraft maintenance and repairs will increase, our lower legal expenses will offset much of this increase.

With the capable assistance of Doug Sutherland, we have estimated total expenditures at \$186,200 for 2001/2002, with revenues of \$173,075, producing a slight deficit of \$13,125. This budget can be met with

a provincial Operating Assessment of \$35.00 per cadet, unchanged from last year.

I respectfully request your approval.

The Air Cadet League of Canada British Columbia Provincial Committee Proposed Budget September 1, 2001 to August 31, 2002			
REVENUE	ACTUAL Year Ended August 31, 2001	BUDGET Year Ended August 31, 2002	Change
Income			
Squadron Assessments	105,870	105,875	5
Gaming Income			0
Donations	19,840	22,000	2,160
Miscellaneous Revenue	5,142	3,000	-2,142
Interest Income	5,640	5,000	-640
Glider & Aircraft Rentals	36,606	36,000	-606
Scholarship Continuation	1,554	1,200	-354
TOTAL REVENUE	174,652	173,075	-1,577
EXPENSE			
Administrative Expenses			
Insurance	2,407	6,000	3,593
Telephone	2,589	3,000	411
Legal Expense	20,199	11,000	-9,199
Office Expense	4,690	5,000	310
Postage	1,489	2,000	511
Wages & Related Expenses	12,968	14,000	1,032
Equipment Maintenance & Purchase	4,566	1,500	-3,066
Miscellaneous Expense	1,737	2,000	263
Screening expenses	200	200	0
Travel Expense	22,875	24,000	1,125
Meetings - AGM	3,451	3,500	49
National - ACL	5,757	6,000	243
Total	82,928	78,200	-4,728
Cadet Related Expenses			
Insurance - Cadets	7,041	6,500	-541
Scholarships	5,000	5,000	0
Trophies & Awards	1,767	2,000	233
Selection Board Expense	4,106	3,500	-606
Wing Chair Expense	2,709	3,500	791
Effective Speaking / Competitions	4,530	12,000	7,470
Promotion & Recruiting	2,550	2,500	-50
Insurance - Aircraft	22,611	24,000	1,389
Aircraft Maintenance	26,805	40,000	13,195
Aircraft Purchase (Net of Insurance Recovery)	23,250		-23,250
Aircraft Maintenance - SIRP Fees	8,926	9,000	74
Total	109,295	108,000	-1,295
TOTAL EXPENSE	192,223	186,200	-6,023
NET INCOME	-17,571	-13,125	4,446

A MESSAGE TO OUR VOLUNTEERS

The Year 2001 is a very significant time for the Air Cadet League of Canada - British Columbia Provincial Committee, we are celebrating our 60th Anniversary and at the same time, 2001 has been designated the "YEAR OF THE VOLUNTEER". A commemorative dime has been struck in recognition of all Volunteers.

Although we have been in existence since 1941, we would not have enjoyed nor have established such a successful National Air Cadet Movement without attracting Volunteers such as you!

In 1940, the Federal Air Ministry summoned a group of distinguished Canadian Civilians and requested that they organize a voluntary organization to sponsor and develop a country wide Air Cadet Training Plan.

The Air Cadet League of Canada was granted their Charter on 09 April 1941. Our Founding Members recognized that for the League to be successful local community citizens must be involved and must primarily be responsible for the operation of the Squadrons; hence, Sponsoring Committees were considered to be a critical and necessary segment of a Squadron. It is no less important today!

The following B. C. individuals are recognized Nationally and Provincially to have played a significant role in the formation of the Air Cadet League of Canada: - Nick Carter - Vic Clerihue - Duncan Bell-Irving. All of these have passed on but much of what we envisage today is because of their strength and foresight then.

I salute all our Volunteers throughout the Province of British Columbia who do such fine work on behalf of our "Youth". Thank you!



Wing Chairs Tom Holland (Fraser Valley), Bob Burchinshaw (Okanagan), Stan Horton (Northern), Stan Harry (Vancouver Island), and Linda Spouler (Lower Mainland) join President Bill Batchelor in thanking all the Members of the Sponsoring Committees for the contribution they make by Volunteering.

TREASURER'S REPORT

D. G. (Doug) Sutherland, CGA
Treasurer



The financial information includes the Balance Sheet as at August 31, 2001, a Revenue and Expense Statement for the twelve months ended August 31, 2001 (with a comparison to the prior year), and a schedule of Fixed Assets.

We exceeded our financial projections due to revenue being \$12,452 over budget. From an expense perspective, Administrative expenses were \$27,972 less than budget as the budgeted legal expenses were less than anticipated. The Cadet related expenses were \$21,695 over budget attributed mainly to unbudgeted glider purchases of \$23,250. With the exception of these two items the remainder of our expenses were very close to our budget.

The following table is a summary of our overall Revenue and Expense as compared to the budget that was approved at last years meeting. These figures demonstrate a very favourable financial position for the year.

<i>Account</i>	<i>Actual</i>	<i>Budget</i>	<i>Difference</i>
Total Revenue	\$174,652	\$162,200	\$12,452
Administrative Expenses	82,928	110,900	27,972
Cadet Related Expenses	109,295	87,600	21,695
Net Revenue	(17,571)	(36,300)	(18,729)

I believe it is important that we focus on the cadet-related expenses, which totalled \$109,295 this year. These expenditures are directly related to cadet activities and it is our goal to ensure that we continue to spend the funds on activities and functions, which benefit the cadets.

Insurance costs increased again this year and we anticipate that these costs could continue to escalate.

As you will note from the statement, a significant portion of our funds is used to support the Gliding program. Insurance and maintenance costs were \$22,611 and \$26,805 respectively for the year. These costs are partially offset by the revenue we receive from DND for the annual rental of the gliders and tow planes. Also included in the expenditures is an amount of \$8,926 for Aircraft Maintenance – SIRP.

These costs used to be recovered from the cadets or Sponsoring Committees by way of the \$135.00 Flying and Gliding Scholarship fees. These monies are paid to the national Air Cadet League and are used to support the Structural Inspection Repair Program (SIRP) that is carried out each year on selected aircraft. This program ensures that our aircraft fleet is maintained at a very high standard.

However, we no longer charge these fees to the Sponsoring Committees; all costs are now borne directly by the Provincial Committee.

As reported in prior years we show the Fixed Assets at a nominal value of \$1.00 and provide a schedule of fixed assets as part of the financial report. Reference to Schedule 3 provides the details of the assets owned and the estimated fair market value.

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



**The Air Cadet League of Canada
British Columbia Provincial Committee
Balance Sheet
As at August 31, 2001**

ASSETS**Cash in Bank & Investments**

VanCity-Chequing Account	\$13,540	
VanCity-Gaming Account	27	
Term Deposits	75,000	
Accrued Interest Receivable	2,270	
Total Cash and Investments	<u> </u>	\$90,837

Fixed Assets (See note 1)

Equipment	\$1	
Total Fixed Assets		1

Other Assets

Accounts Receivable	\$1,580	
GST Receivable	11,887	
Prepaid Expenses	6,979	
Inventory	2,100	
Total Other Assets		<u>22,546</u>

TOTAL ASSETS\$113,384**LIABILITIES****Current Liabilities**

AGM Registrations	\$800	
Accounts Payable	9,150	
GST Payable	<u>4,700</u>	
Total Current Liabilities		\$14,650

EQUITY**Capital & Reserves**

AGM Reserve		1,000
Retained Earnings	\$115,305	
Current Earnings	<u>-17,571</u>	
Total Retained Earnings		97,734

TOTAL LIABILITIES AND EQUITY\$113,384

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

Approved

Director _____

Director _____

**The Air Cadet League of Canada
British Columbia Provincial Committee
Income Statement
For the Year Ended August 31, 2001
(With Comparative Figures for the Previous Year)**

REVENUE	September 1, 1999 to August 31, 2000	September 1, 2000 to August 31, 2001	Change
INCOME			
Squadron Assessments	\$89,330	\$105,870	\$16,540
Gaming Income	20,000	0	-20,000
Donations	28,874	19,840	-9,034
Miscellaneous Revenue	2,355	5,142	2,787
Interest Income	4,312	5,640	1,328
Glider & Aircraft Rentals	30,544	36,606	6,062
Scholarship Continuation	1,776	1,554	-222
TOTAL REVENUE	\$177,191	\$174,652	-\$2,539
EXPENSES			
Administrative Expenses			
Insurance	\$1,480	\$2,407	-\$927
Telephone	3,006	2,589	417
Legal Expense	7,094	20,199	-13,105
Office Expense	4,305	4,690	-385
Postage	1,730	1,489	241
Wages and Related Expenses	13,748	12,968	780
Equipment Maintenance & Purchase	12,849	4,566	8,283
Miscellaneous Expense	1,712	1,737	-25
Screening Expense	1,073	200	873
Travel Expense	26,206	22,875	3,331
Meetings - AGM	2,536	3,451	-915
National - ACL	6,144	5,757	387
Total Administrative Expenses	\$81,883	\$82,928	-\$1,045
Cadet Related Expenses			
Insurance - Cadets	\$4,823	\$7,041	-\$2,218
Scholarship Continuation	3,900	2,400	1,500
Scholarship Founders	1,000	1,000	0
Scholarship National Awards	0	0	0
Scholarship - Other	74	1,600	-1,526
Selection Board Expense	0	4,106	-4,106
Wing Chair Expense	0	2,709	-2,709
Trophies & Awards	2,087	1,767	320
Effective Speaking & Competitions	3,903	4,530	-627
Cadet Supplies	0	0	0
Promotion & Recruiting	6,885	2,550	4,335
Insurance - Aircraft	19,831	22,611	-2,780
Aircraft Maintenance	36,451	26,805	9,646
Aircraft Purchase	0	23,250	-23,250
Aircraft Maintenance - SIRP	0	8,926	-8,926
Total Cadet Related Expenses	\$78,954	\$109,295	-\$30,341
TOTAL EXPENSE	\$160,837	\$192,223	-\$31,386
NET INCOME	\$16,354	-\$17,571	-\$33,925

**The Air Cadet League of Canada
British Columbia Provincial Committee
Schedule of Fixed Assets
As at August 31, 2001**

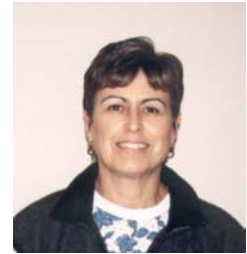
	Description	Registration	Acquisition Date	Estimated Value	Total
Aircraft					
	Cessna L-19 A Single Engine Aircraft	C-GRGS	1954	\$75,000	
	Cessna L-19 A Single Engine Aircraft	C-GKNK	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGA	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTGF	1954	75,000	
	Cessna L-19 A Single Engine Aircraft	C-FTAL	1954	75,000	
					\$375,000
Gliders					
	Schweizer 2-33A Glider	C-GCLK	1975	\$20,000	
	Schweizer 2-33A Glider	C-GCLL	1975	20,000	
	Schweizer 2-33A Glider	C-FJSN	1977	20,000	
	Schweizer 2-33A Glider	C-GCLB	1977	20,000	
	Schweizer 2-33A Glider	C-GFMB	1977	20,000	
	Schweizer 2-33A Glider	C-GLIT	1981	20,000	
	Schweizer 2-33A Glider	C-GQRT	1981	20,000	
	Schweizer 2-33A Glider	C-FXGX	1999	20,000	
	Schweizer 2-33A Glider	C-GDXR	2001	20,000	
	Schweizer 2-33A Glider	C-FABQ	2001	20,000	
	Schweizer 2-33A Glider (Being Rebuilt)	C-GCLY	1978	3,000	
					203,000
Replacement Engines					
	Remanufactured zero time engine			\$15,200	
	Remanufactured zero time engine			15,200	
	Remanufactured zero time engine			15,200	
					45,600
Other Equipment					
	John Deere "Gator"		1999	\$6,876	
	Office Equipment		Various	25,000	
					31,876
			Total		\$655,476

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

EFFECTIVE SPEAKING PROGRAM

Gladys Jarvie

Co-ordinator, Effective Speaking Program



The Effective Speaking Program in British Columbia has had another successful year. Once again we had a representative from each Wing at the Provincial Competition in Richmond on April 22, 2001.

The quality of both the prepared and impromptu speeches was excellent. The judges were really put to the test making a decision on the winner.

Each Cadet received a cheque for \$100.00 for participating and representing his/her Wing. The winner received the NANCY TSANGARAS EFFECTIVE SPEAKING TROPHY, and went on to represent British Columbia at the National Competition in St. John, New Brunswick on June 15, 2001.

I had the privilege to accompany our Provincial Winner (Cpl Cameron Arsenault from the Kootenay Wing) to the National Competition in St. John. Again the competition was very strong, and I was happy not to be a judge.

Our Cadet represented us well: his prepared speech even more "polished" than at the Provincial Competition. However, the winner was from Northwestern Ontario.

Following the competition the Cadets were treated to some real New Brunswick hospitality, sight seeing, sailing, a tour at 403 Gagetown Helicopter Squadron (complete with a helicopter ride). A very busy, but educational, and most of all "fun" few days for the Cadets.

Effective Speaking is an excellent program, building skills that our Cadets can use for the rest of their lives. Although there will be more emphasis in the Cadet curriculum from DND, we also require support from the

League (Squadron Representatives and Sponsoring Committees).

Because the Effective Speaking Competition is a League Sponsored program, I would like to see greater promotion of this program at the Squadron level.

This is already happening in some Wings - Okanagan and Vancouver Island - Squadron participation at the Wing Competitions is very high. All that may be required is a reminder about the program, or some assistance with contacting the local Toastmasters Clubs for their assistance with their "Youth Leadership Program".

This can be achieved as an inter-squadron activity, (Squadrons sharing resources), an efficient way to make this program available to all Cadets in the immediate area.

I am requesting that each Squadron participate in their respective Wing Level Competition. Give your Cadets the opportunity to develop their speaking skills and the chance to represent their Wing at the Provincial Competition. The development of strong communication skills in our Cadets is our prime objective - Good Speakers are Successful Leaders!

The "Effective Speaking 2002 Information Package" will be given to each Squadron; this contains Rules and Regulations, and the revised topic list for the prepared speeches. This information is also available on the internet at aircadetleague.com.

If you have any questions or require assistance, please feel free to contact me through your Wing Chair or the B.C. Committee Office. I am also open to any suggestions in order to improve participation in this program.

I would like to extend special thanks to the Cadets who represented their respective Wings:

Okanagan Wing **AC Siobhan McManus**
243 Ogopogo Squadron

Northern Wing **Sgt Candice Jackson**
396 City of Prince George Squadron

Kootenay Wing **Cpl Cameron Arsenaault**
581 Castlegar Squadron

Fraser Valley Wing **Cpl Paul Newman**
746 Cloverdale Squadron

Vancouver Island Wing **LAC Tristin Hopper**
89 Pacific Squadron

Lower Mainland Wing **WO1 Joel McLaughlin**
111 Pegasus Squadron

I would also like to extend Special Appreciation to :

★ Mr. Bill Batchelor, Members of the B.C. Committee, and Wing Chairpersons.

★ Sponsoring Committee Members, Officers, and parents for all your support and assistance with this program at individual Squadrons.

★ Dr. Irene Evans of the Richmond Toastmasters Club for her assistance with the Youth Leadership Program and providing judges for the provincial competition.

★ The Sponsoring Committee of 655 RICHMOND Squadron for once again hosting the Provincial Competition

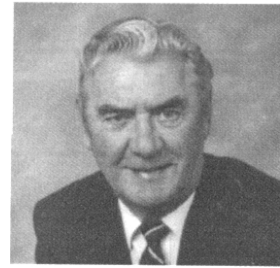


PROVINCIAL EFFECTIVE SPEAKING CONTESTANTS

Left to Right: Gladys Jarvie, Co-Ordinator; AC Siobhan McManus; Cpl Paul Newman; Cpl Cameron Arsenaault; WO1 Joel McLaughlin; LAC Tristan Hopper; Sgt Candice Jackson

REPORT ON THE AIRCRAFT FLEET

P. S. (Phil) Perry
Technical Advisor



A very heavy maintenance program was carried out on our fleet of five L19 aircraft and our nine 233 gliders over the winter of 2000 and 2001.

The Structural Inspection & Repair Program (SIRP) on L19 aircraft CF-KNK and glider CG-CLY. This requires disassembly, inspection, repairs and modifications as required, corrosion control, non-destructive testing, re fabric the glider, re-assembly, repainting, weight and balance and finally flight testing. This program is scheduled for every eight years on the gliders and every ten years on the L19 aircraft.

L19 Aircraft Rewiring: In consideration of the age and condition of the wiring of our L19 aircraft, it was determined in the interest of safety and preventative maintenance that all aircraft require complete re-wiring. This labour intensive project was completed on aircraft KNK, TGF, TGA, and RGS. The one remaining aircraft will be completed this coming winter.

Major structural repairs completed to engine attachment points on L19 aircraft RGS. The remaining aircraft and gliders were all put through a winter works program of inspection, repairs, replacement of components and parts as required, modification and painting.

Accidents:

Glider CF-CLY was involved in a hard landing accident at Cassidy Airport in Nanaimo on 10 Jun

2001. There were no injuries sustained in the accident, but the aircraft was damaged beyond economical repair. The League received \$19,500 on an insurance claim and purchased the damaged hull for \$3,000. The fuselage has been sent out for welding and will be re-skinned at Comox. The wings will be used for spare parts.

L19 aircraft CF-RGS was damaged in a ground loop accident at Campbell River Airport on 17 Jun 2001. The aircraft was repaired and the costs were covered by insurance with the exception of the \$500 deductible. There were no injuries sustained in the accident.

Glider Acquisitions:

We purchased Schweizer 2 -33 CGDXR from Racton, Ontario. It was flown to Comox by CF Hercules aircraft in July 2001. This glider was an addition to the fleet in support of familiarization flying in northern BC. We also purchased Schweizer 2-33 CF-ABQ from London, Ontario. It will be flown to Comox by CF Hercules aircraft in September 2001. This glider is to replace glider CF-CLY.

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



POWER FLYING AND GLIDING OPERATIONS

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



The flying - gliding program completed another successful year. No indications of problems were received at the League Office or by myself, so it is assumed that it was a good year.

It is understood that previous conditions are still in effect, that in the event any squadron scheduled for gliding and has to have it cancelled because of weather or equipment problems, that squadron will be provided with funds for power familiarization flying, if the squadron involved tried to use the day they were programmed for flying. This has now been endorsed as a National policy (see Jack Henwood's Provincial Aviation report).

The statistics for the flying year show a total of 7,277 flights. These include 3,409 familiarization flights, 1,045 proficiency (conversion) up-grading flights, and 97 flights to transit gliders.

In July and August, the aircraft/glider fleet was at Canadian Forces Base Comox, the location of the Glider School. A total of 2,067 flights were

flown for cadet flying instruction and 34 cadets met the requirements for the Air Cadet Glider Wings and the Transport Canada Glider Pilots License.

Unfortunately, ten cadets did not complete the course for various reasons and were returned to their home units. Additionally 158 flights were used as air experience flights for cadets attending the Introduction to Aviation Course.

The power flying scholarship course operated out of Comox this year. The cadets did their training at Courtenay and Campbell River. A total of thirty two cadets were on this course. Unfortunately, one cadet did not graduate.

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

As I have said before, I believe the Power/Gliding Program is keeping the "Air" in Air Cadets.



SYSTEMS AND ADMINISTRATION

Leone Sutherland
Executive Secretary



Another year has past and as we celebrate our 60th Anniversary of the Air Cadet League of Canada, we can be proud that we are all associated with the best youth organization in the country.

Our cadets continue to show us how worthwhile this program is and in the Provincial Office, we see the overall picture of the cadets' accomplishments throughout the province.

We see letters from civic organizations applauding cadets for their contributions to their communities, their professionalism, appearance, behaviour and dedication. What more could we ask for?!

Systems

Our office continues to be upgraded to provide the Sponsoring Committees with the information they require, answers to questions and inquiries. With all the squadrons now on e-mail it is easier than ever to be in touch at anytime, day or night.

Our new web site (aircadetleague.bc.ca) is now operational, although it will take some time to load all the various sections. Newsletters and Selection Board schedules will be found here in the next few months.

We provide information to prospective cadets and their parents who have heard of our program and want to be a part of the organization. It is an easy program to sell to parents and youth alike.

Our working relationship with our partners in the Pac Region Cadet Office continues to be a successful one. Their co-operation throughout the year and, particularly during the Selection Board process, is greatly appreciated by everyone in the Provincial office. The cadets are well served by Commander Saladana and his staff.

Selection Boards

Each year cadets throughout the province have the opportunity to apply for the much sought after Scholarship camps. There are ten camps that the cadets can apply for, Power Flying, Glider, International Exchange, Advanced Leadership, Air Traffic Control, Athletic, Space, Technical Training, Survival Instructor and Rifle Coach.

The Selection Board process is a significant activity undertaken by the League each year. This year was no exception as we received and processed in excess of 300 applications from squadrons all over the province. While most applications were completed properly, we still receive applications which are either incomplete or contain errors. We urge all concerned to ensure that we receive all the information so as not to jeopardize the cadet's chance of qualifying for a scholarship.



Vancouver Island Boards at 205 Squadron

Obtaining the medical certificates for the Power and Glider candidates continues to be a challenge. We are currently working with the League Office in Ottawa to determine if we can streamline this process.

I would like to extend my sincere thanks to all these people who give up many hours of time to ensure that all the cadets who applied for a scholarship had the opportunity to attend a Selection Board.

Scenes from 2000/2001:



Provincial Effective Speaking Winner, Cpl Cameron Arsenault, 581 Castlegar Squadron



Officers Raise their Swords at the Battle of Britain Memorial Parade



Air Cadet Station Aldergrove?



Tri-Service Band Competition 2001



Battle of Britain Colour Party included the American Flag as a gesture of condolence to our neighbours



Battle of Britain Parade at RCAF Station Jericho

A TRIBUTE TO HARRY K. ASTORIA



During the month of January, 2001, the Air Cadet community throughout Canada lost one of their more avid supporters. On January 25th, 2001, Harry succumbed to cancer, this after a very lengthy battle with the dreaded disease.

Harry served the youth of this province and the Air Cadet League in many ways, in many positions and at all three levels: local, provincial and national. He was a passionate supporter of the Gliding Program; however, he was also realistic and provided his support and guidance to all matters and programs related to Air Cadets.

May-Lou Astoria, on Harry's wishes, has established the "Harry Astoria Memorial Gliding Award". The recipient of this award for 2001 was Cadet Scott Elgert of 819 Skyhawk Squadron, North Delta.

Harry's imprint on the Air Cadet movement and, in particular, within the Province of British Columbia, will be evident for many years.