

MINUTES OF HPAAC ANNUAL GENERAL MEETING
MAY 17, 2009

Present: Todd Andrews, Don Searle, Kevin Harvey, Tim Reicker, Brendon McKenna, Tim Parker, Trevor Romo, Christopher Ball, Max Westhead, Brian Boudreau, Kenny Bryenton, Michael Fuller, Blake Daley, Sam Jeyes, Brian Wheaton, Mark Dempsey, and a variety of guests including Cathy, David, and Matthew McKenna, Cathy Reicker, Mark Dean, Dan from Oshawa, and others.

The minutes of the May 18, 2008, AGM were read. Tim Parker gave the treasurers report. It was moved by Michael Fuller and seconded by Blake Daley that we change our year end from December 31st to March 31st. Motion carried unanimously. The secretary is to send notice to the Registry of Joint Stocks in Halifax of the change of year end.

Michael Fuller gave the National Report after many years of exemplary service; Michael stepped down as the Atlantic Canada Director and after painstakingly elaborating on the rewards of such a position managed to convince Mark Dempsey to “step up to the plate” and assume the position. Mark graciously agreed to do so on the basis that he would “shadow” Michael Fuller for a few months to get up to speed with respect to relevant HPAC issues. It was indicated that there was approximately one year left on Michael’s term which would be served by Mark followed by a two year term.

Blake Daley nominated Mark as the Atlantic Canada director, seconded by Tim Reicker. All were in agreement, including Mark, so the motion was unanimously passed.

HPAAC Elections were then held. Our esteemed president, Brendon, stepped down as President, which was to the disappointment of all as Brendon had done an excellent job. However, the Association was then delighted to learn that Blake Daley had agreed to return for another term as President (thankfully he ain’t no George Bush). Brendon McKenna agreed to take over the role of Safety Officer. This was all arranged by the Nominating Committee which was comprised of Michael Fuller. These were the only changes to the executive with the others remaining in place.

Michael Fuller then moved that we closed the AGM and this was seconded by Blake Daley.

MINUTES OF SEMI-ANNUAL GENERAL MEETING

Christopher Ball read the minutes from the annual winter meeting held January 19, 2009, at Charlottetown, P.E.I.

Blake Daley went on at length (and rightly so) regarding Michael Fuller's involvement in our sport, as a pilot, instructor, volunteer (at the local and national level including having been president of HPAC) and being an all around good guy. Michael had recently received a Masters rating from HPAC and so now he can truly ask the rest of us to "snatch the pebble from his hand".

Mark then reported on the status of the half island launch modification project. Michael Fuller moved and Brian Wheaton seconded that the executive check out the cost of having the launch modified and that the executive be authorized to spend up to \$1200.00 to carry out such modifications. Discussion ensued as to why this launch deserved such attention and such a large sum of money. It was stressed that half island has the potential to be a great flying site and is presently the best flying site in HRM which is an area we see with growth potential for our sport. Max and Trevor indicated that half island was in a high traffic visible area where other high energy sports are carried out such as kite-surfing, surfing and sun tanning. Blake commented on the interest in our sport at the Halifax Sport Show in March. Most of this interest came from Halifax area residents. In the end, the motion to spend up to \$1200.00 on the half island launch was passed.

Christopher gave a report on Atlantic In-flight and commented on what an excellent job Mark (read: Monika) had done in the past and how pleased he was with his first issue giving much of the credit to Sam's contribution. Distribution around HRM, New Brunswick and P.E.I. was discussed and would continue to include landowners and friends of the sport and placing copies in certain strategic retail stores.

The pros and cons of a paper product versus a digital product were discussed and the cost associated with same. It was decided to keep the paper version but also offer a digital version as an option. Some people apparently read their AI in rooms in their homes where it may be a little awkward to take a laptop. Mailing costs were an issue as well.

Michael Fuller reported on the improvements to the road leading up to Hidden Falls. Michael expected it took approximately 3-4 hours to repair the road and so the cost of doing so was approved by the executive.

Tim Parker then reported on the donation made my HPAAC to the Canadian World Term in the amount of \$560.00.

Michael Fuller then reported on the Annual Directors' Meeting held the end of April. One particular issue was the political weight shift nationally and the fact that there is a move afoot in British Columbia to have more say based on their larger numbers or in other words, representation by proportionality and not regionality.

Michael reported that in Canada we have three unique flying environments, coastal in Atlantic Canada, mountain in British Columbia and Quebec, and towing in Ontario and the Prairies. Therefore, representation by region is critical to the survival of HPAC as a national body. All flying environments are equally important on a national level. Todd Andrews moved and Max Westhead seconded that HPAAC support the status quo being representation by region at HPAC and not representation proportionally based on number of members. The motion was carried unanimously.

Blake Daley then gave the Safety Officers Report and thanked Tim Parker for voluntarily reporting his accident at West Bayto HPAC directly and doing so online. Once again, the importance of reporting all accidents and incidents was stressed.

NEW BUSINESS

Michael Fuller reported on the new ratings and various instruction issues. Michael indicated that each rating will be more difficult to get and commented that because of the three unique flying environments in Canada that it has been possible to get, for example, a novice rating even though the pilot has only ever flown coastal and has absolutely no thermal experience. However, in order to obtain intermediate rating, the pilot must have thermal and towing experience. The same goes for an advanced rating. Michael indicated that HPAC wants our rating system to be as good as any in the world. The student rating is being changed to a beginner rating. In British Columbia and Alberta, there is no beginner rating, just a novice rating.

Michael indicated that the ratings were being revamped and would affect all of us.

A beginner pilot will not get a welcome package. Also, a beginner pilot will only be permitted to fly outside the school where he/she was taught with someone the school appoints as a mentor.

All levels of exams will now have HAGAR questions. HAGAR will be dropped from the intermediate rating but will still be a requirement of an advance rating.

HPAC wants to encourage all pilots to learn more about HAGAR.

The intermediate rating exam will now have first aid questions. Basically the advanced rating has not changed.

Michael reported that the new ratings are a great improvement and should increase the quality of instruction and therefore the pilot's skill. It will lead to more well-rounded pilots (I believe he means with respect to skill, not body shape).

There was a discussion regarding either traveling to SID clinic or arranging to have an instructor come to Nova Scotia. There seems to be interest from approximately 10 pilots to bring an instructor to Nova Scotia so Michael was going to look further into that matter.

Next, Tim Reicker had the pleasure of handing out the Maritime Challenge Awards, as follows:

1. Longest flight time at 42 minutes went to Tim Parker;
2. Most accumulated airtime at 3 hours 46 minutes went to Christopher Ball;
3. Highest flight over launch at 750 feet at high head went to Michael Fuller (High Head);
4. Best tow of the year at 3,550 went to Christopher Ball. This is a new category;
5. Longest distance at 8km went to Christopher Ball;

Tim Reicker reported that for 2009 any flight within the Maritimes and recorded in the pilots' log-book would qualify. Send such flights along to Tim for entry on the score sheet. Blake Daley thanked Tim Reicker for all of his good work and persistence with all the Maritime Challenge which all agreed is a very worthwhile effort.

Michael Fuller reported briefly on the new HPAC initiative for cross country flights which does not really involve Atlantic Canada very much.

Blake Daley thanked Christopher for all of his hard work putting together the video of local flying that was used at the Halifax Sportshow.

Blake then reported that he had received a number of marketing initiatives from Joey Savoy with the intention of promoting our sport to the public and hopefully attracting new members. As Joey was not at the meeting and nor was his list, Max moved and Todd seconded that we table this important issue to the next meeting.

Michael Fuller thanked all for attending the 15th Festival of Flight. In particular, Don Searle for such enthusiasm getting his wing out and ground handling, etc. at every opportunity.

Apparently lobster availability has become an issue at the lobster party on Saturday night of the festival (not for this pilot). Therefore, Sam Jeys moved and Tim Reicker seconded that HPAC purchase up to \$100 of extra lobsters for the Saturday night lobster party to insure that all who

want lobster will have it with any excess to be sold and the money reimbursed back to HPAC. The motion was carried with all lobster lovers voting in favor.

Finally, there were thank you's all around for the organizers of the 15th Festival of Flight and to Michael Fuller for serving in an exemplary matter for many years as our Atlantic Canadian Director with HPAC.

Michael Fuller motioned to adjourn the meeting and at that point, most in attendance rose to their feet and generally wandered off aimlessly into the night. Others stayed for the big screen showing of the beginning of hand gliding.