

HPAAC Meetings – AGM and Regular Parrsboro, NS May 18, 2008

Attendance:

Members: Christopher Ball, Brendon McKenna, Blake Daley, Michael Fuller, Erik English, Don Searle, Tim Parker, Mark Dempsey, Trevor Romo, Tim Reiker, Todd Andrews, Randy Corcoran, Brian Boudreau, Kenny Bryerton, Joey Savoie

Guests: Sebastian Grobys, Ted D'Eon, Jeremy Bellefontaine

Meeting called to order at 1915

Brendan welcomed everyone to the best-attended festival to date. He thanked Erik for the Kite surfing entertainment on Sunday afternoon and congratulated the HG pilots for a Festival record of three gliders in the air together.

Brendan Proposed two meetings, first the AGM with its official business, and then the regular meeting to follow.

Minutes of the 2008 AGM

The AGM then began with Elections to the board. All current members agreed to stand again, with the exception of Mark Dempsey who decided to step down from the Newsletter Editor position (after going out with a bang with a great looking issue).

After some discussion, Christopher Ball mentioned that he would be interested in Newsletter Editor if someone wanted to take over the Secretary position. Mark Dempsey stepped up to the plate and so the new nominations were put to the floor. Moved by Michael Fuller, 2nd Todd Andrews. All in agreement.

The board is now made up as follows:

President	Brendan McKenna
VP	Michael Fuller
Secretary	Mark Dempsey
Treasurer	Tim Parker
Web Site	Judith Newman
Newsletter editor	Christopher Ball
Safety Officer	Blake Daley

Tim Parker read the treasurers report, which is printed on the back page of the Spring 2008 Atlantic In-flight. After this weekend, there should be approximately \$3000 in the HPAAC account so there is room for spending on site development and other issues.

Tim Reiker moved to accept the report, 2nd by Blake Daley. All in agreement.

Mark Dempsey moved to close the AGM and move on to the regular meeting, 2nd Erik English, All in agreement.

Regular Meeting of the HPAAC

Christopher then attempted to read the Annual Winter Meeting minutes, but his voice failed and Mark Dempsey assumed his new role as secretary and read them instead.

Todd Andrews moved to accept, 2nd Erik English.

Business Arising from minutes:

Point Prim PEI: Brendan said that he's spoken with the owner who has no problems with us flying and we can clear land as we need. Now that there is a HG in PEI the site will be groomed to widen the launch area. At previous meetings there had been discussion that money could come from HPAAC for site development. Brendan will get some estimates and let HPAAC know what is required. He is expecting something in the neighbourhood of \$200.

Dennis Beach: Brendan did not get a reply from the owners about site maintenance. It was agreed that we should just let the matter drop, as it might be that they don't want an "official" commitment. We have a good relationship there and we can keep everything "as is" for now.

Poles for removing lines from trees – to be placed at each site. Randy Corcoran is going to do the job, but just hasn't got to it yet.

Sympathy Card re: Harold Hughs, owner of Hungry Hill. The card was delivered and very much appreciated

Hidden Falls: The upper part of the road needs work, new windsocks have been installed. The lower road is in good shape, but it is requested that NO TWO WHEEL DRIVE vehicles be taken up the road at all as they tend to create ruts when the wheels spin. Michael has spoken to Robert Forbes at the FORBES AUTO BODY SHOP across from Hidden Falls about giving rides to pilots as he has a good four-wheel vehicle. He has agreed to do so. The protocol is to go over and knock on his door for a ride. We all agreed we would offer him \$5 a trip.

Hidden Falls also needs some shrub and tree clean up at launch, so a request is out for any pilots available who can do some work on the site. The top set-up area needs major shrubbing and some trees need to be taken down in the slot.

Windsocks: They have been purchased and two installed at Hidden Falls

(There was further discussion at this time on issues not arising from the minutes, so I have moved them down to New Business- CB)

Safety Report

Incidents/Accidents: We had a couple of incidents this weekend, so there is a reminder to report accidents and incident to HPAC through their online reporting method. If you can't do that, fill out a report and get it to Blake.

Communication: It is requested that all pilots get radios. Michael can get them at cost for about \$250 new, or they can be found on eBay and other sites 'used' for as low as \$50. You need a VHF radio that can access the 173.640 frequency.

National Report

-The sport is having a **high attrition rate** and HPAC is trying to get interest renewed in the sport. Please use your HPAC bumper stickers.

-The **Business Manager** has stepped down and has been replaced by our very own Sam Jeyes.

-HPAC is setting up an Automated Membership Renewal reminder...(not in place yet, so keep track of your renewal date)

-**Ratings** revamp: The HAGAR requirement will eventually be dropped and the information will be included in written tests administered by HPAC. There will be an intermediate exam and flight test. These changes are planned for the fall, so if you want to upgrade your rating in the current system, do it now.

-**Website** – Are members using it, what can be improved? Some pilots mentioned more photo/media forums where pictures of events could be posted. It was agreed that some type of forum with optional email notification would work best for most pilots.

-Michael will stick out another 6 months or so as **Atlantic Director** on the HPAC board, but he will be looking for a replacement after that.

Blake moved that we nominate Michael Fuller as HPAC Atlantic Director. Brian Boudreau 2nd. All in agreement

Webmaster

Judith could not be present. But it was noted that the HPAAC site has been beautifully upgraded and it now has it's own URL. www.hpaac.ca Photos can be sent to Judith for the web site. There is no forum set up at this time, so we'll continue to use Yahoo for now. There are currently 46 members of the Yahoo Group

Half Island

Mark, Christopher, and Tim met with Natural Resources and looked at potential modifications. The request has gone up the line and we will wait to hear back. Note: If you do fly there, or at the Tea House, the officials seemed to be concerned about us landing at Lawrencetown Beach...so we should avoid doing that.

In-flight

Mark and his minions did a great job on the In-flight magazine this issue. Good news also is that Sam Jeyes has the technology to print the magazine for us in full colour!

New Business

Protocols: All pilots are reminded to make their intentions to top land very clear by calling out loudly to everyone at launch. Remember that the pilot who is in the air has the right of way over a pilot who is setting up to launch, but it's not much help if the pilot on the ground can't hear him coming in or doesn't know his intentions!! Also, remember to look for traffic as part of your checklist when you are about to launch and keep the launch area clear. And, a final reminder that tandems have precedence over solo wings in the air...give them some space.

Pilot Meetings: Several pilots were not at the launch at the beginning of the day to attend the pilot briefing. It is requested that if you miss the pilot briefing that you get the information from someone who was there.

Blueberry Fields: Several pilots were landing and walking on the blueberry fields and we were reminded that the site may be lost if we continue to do this. Stay off the fields or walk along the lip of the cliff if you need to. Do not top land in the field with the exception of an emergency.

Final Note: The Festival brought in \$370 in fees, \$130 towards launch development and \$110 for the Maritime Challenge

Other:

-Some of the larger pines will be cut at Dennis Beach

-Joey Savoie found a couple of new sites near Sussex that need further exploration

-A Green Hill work party was discussed...we'll all be in touch via the Yahoo Forum

Maritime Challenge

14 people signed up this year

Currently, Kenny is leading in time at 330 minutes

Highest flight to date is Bernie Bastion at an estimated 800 above launch

Michael Fuller noted that previously it had been agreed that altitude had to be measured by vario.

Tim Reicker agreed.

A reminder that lodging and food are free at the Welsford Challenge – July 18,19,20

Blake moved to adjourn the meeting, Mark Dempsey 2nd Christopher forgot to record the time but it was around 2130 –ish.

Your retired secretary, Christopher Ball