

Posted by: "Brendon McKenna" bemckenna@ihis.org brendonflying  
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### **Minutes Annual Winter Meeting 2007**

Present:

Brendon McKenna  
Michael Fuller  
Tim Parker  
Marl Dempsey  
Kevin Harvey  
Tim Reicker  
Brian Wheaton  
Randy Corcoran  
Todd Andrews  
David Peck

Meeting started with opening remarks from Chair Brendon McKenna. Brendon Stressed the importance of all of us keeping an eye for pilots who are not a member of HAPC, who are flying our HPAC sites. There was a discussion that resulted in a consensus that only HPAC pilots should be flying all our sites we want to protect, not just the HPAC sanctioned sites. As well, Paramotor pilots should not be launching from HPAC sites unless they hold a current HPAC membership. This doesn't stop them from launching from another location and flying by the site. Our intent is not to band them from flying over our sites, we are just trying to protect the privilege granted to us allowing us to land the launches are situated on. If a Paramotor pilot is a current member of HPAC then that pilot has a signed waiver on file with HPAC which covers the landowner. A Paramotor who is a current HPAC member is permitted to use the launch provided the Paramotor pilot has a current licence and Paramotor insurance. They "must" have their own Paramotor insurance because HPAC insurance does not cover the pilot while they have a motor on their back.

Tim Parker gave us an update on our financial status. There was some discussion on the \$100 revenue from the Maritime Freeflight Challenge. Tim Reicker confirmed that this money is intended for site development. There was no more questions or concerns with Tim Parker's financial update so we moved onto the safety report.

Safety Officer Blake Daley was not present so we opened the floor to discussion. Michael Fuller expressed his concerns with the lack of communication at our flying sites. He stated that more and more pilots are not using two-way radios at our sites. This is especially the case

where we are setting up for a nice little suspected short flight at sites like Fox River. He stressed the importance of being in communication at all times possible and how important it is to take the few minutes to include the radio as part of the setup for flight. Him and Blake brings in radios and sells them at cost and they do this separate from Pegasus Paragliding. Any Pilot who doesn't have a working radio should buy one of these radios or source their own.

Chair Brendon McKenna opened the floor to Old Business.

Tim Reicker talked about Welsford and reported that the site had a significant amount of work done to it last year. He said the site is pretty much ready to go and if anybody wanted to go there, he could make arrangements for accommodations at the camps in the area. The camps could be made available at no charge to pilots.

Mark Dempsey and Kevin Harvey reported on the Half Island site. At this point they haven't been granted permission to do any work to the site. It is provincial land and the person they were dealing with didn't have the authority to grant the permission. This government employee didn't get back to them yet with any updates. Mark Dempsey is going to follow up with him to see what can be done to obtain this permission.

No more Old Business, Chair opened the floor to New Business.

Brian Wheaton recommended that Hang Gliders be stopped from executing top landings at the West Bay launch site. The area isn't conducive to HG top landings and feels there is big safety issue with allowing this practice. This was demonstrated last year where a HG pilot ended up in the power wires. Although pilot error was the cause of that incident, after discussion around the floor it was felt this site wasn't a great site to allow HG top landings. We have some HG pilots who are quite capable of top landings at this site but it was felt due to the tight area we have to administer this rule across the full spectrum of HG pilots who will be flying this site. However, before implementing any such rule, it was suggested that we open this discussion to our members who fly HG, none of whom were present at the meeting.

We discussed fundraising for our 3 Canadian pilots going to the World's.

It was agreed we should do something. Michael Fuller Asked Brendon McKenna to touch base with Nicole MacLaren to see where they are with their finances. If they need more help we will organize our group, sending their donations to Tim Parker, who will in turn write a cheque for the total and send it off to Nicole.

Tim Reicker reported on Maritime Challenge and announced it will be a go again for this year. The question was raised as to who is eligible to partake in the challenge, ie PG, HG, PPG. After discussion on the floor it was decided that there would be a PG category and a HG category for all awards. With that said the name was changed to Maritime Freeflight Challenge. There was some discussion as to the rules of records. Mainly if all records had to be presented by an electronic device. The highest flight definitely had to be recorded with at least a vario. However others like longest flight could be recorded with out a vario or GPS, just timed via a watch would be reasonable. Brendon McKenna Suggested that being as this was Tim Reiker's brainchild he should be the final say in any discrepancies and officiate all issues surrounding the event. This was agreed by all. It was asked where/what would be included in the challenge. Again it was discussed and the agreement was that only flights during events sanctioned by the challenge would be considered for the records. The present events sanctioned by the Maritime Freeflight Challenge are Parrsboro Festival of Air Sports, Tow Jam, Welsford, and Denis Beach. Any Maritime pilot who wants to hold a leg of the challenge in their area is welcome to do so but they must apply to Tim Reicker in order to be sanctioned. It was suggested that we get after Brad Timmons to do a Cape Breton leg this year. Tim was going to discuss it with him.

Brendon McKenna reported that Tow Jam will be going ahead again this year. He said that he was going to concentrate on an event designed more for the pilots again this year instead of one designed for the public like the first year. By this he means it will try to get Slemon Park again this year and not fuss trying to get the public involved in it by advertizing it. We can't invite the public to Slemon Park due to the Park's policies and the sacrifice of no exposure was so worth the possibility of a hydraulic tow on the 8000' runway. Once we have achieved our goal of XC flights at Tow Jam we will then focus our efforts back on exposing the sport to the public.

Michael Fuller raised the question of the status of Point Prim. Brendon McKenna reported that the site still needs some stumps removed and some top soil brought in to fill the holes. He stated that he attempted to get some estimates last fall on the final work needed but had no luck getting the contractors out there to look at it. He will make an effort to finish that task this spring. Michael asked what the status was on our rights to the land. Brendon stated that the launch does infringe on a neighbouring property, a property which we don't have landowners permission for, but didn't feel this was an issue. After discussion it was agreed we should contact this person and get the full permissions before proceeding forward.

No more New Business the meeting was brought to a close.

Chair Brendon McKenna

Brendon McKenna, CBET  
Queen Elizabeth Hospital  
ph: 902 894 2930, fax: 902 894 2453