

HPAC/ACVL 1994 AGM Minutes

1994 AGM MOTIONS

1. Barry Bateman made a motion that "Ron Bennett Chair the Meeting"; seconded by Rob Leslie. CARRIED.
2. Rob Leslie made a motion to "Accept Last Year's Minutes as published in the Newsletter"; seconded by Carroll Pelletier. CARRIED.
3. Armin Frei made a motion that "We adopt the USHGA 3 tier Rating System for Paragliding"; seconded by Rick Miller. DEFEATED.
4. Mike Robertson made a motion to "Adopt a Rating System for Paragliding parallel to our Canadian Hang Gliding System"; seconded by Fred Wilson. CARRIED.
5. George Thibault made a motion to "Have the old Level I Exam re-modified and simplified so after an Instructor Course at Beginner Level should he should be able to have a Level I Rating"; seconded by Mike Reibling.....
 - Barry Morwick made a request to reword the motion so as to set up a committee to revamp the rating system and have it more cohesive to US ratings seconded b George Thibault.....
 - Mike Robertson made a request to further amend the motion to "Leave the Rating System as it is and add a Student Rating. To set up a committee so that the Rating System can be re-vamped by the addition of a Student Rating so as to get people involved in the Rating System, and to look at requirements for all other Levels. This Motion will override the previous motion." CARRIED.
6. Fred Wilson made a motion, "Pursuant to there being enough money in the Budget, the HPAC/ACVL look into purchasing a 600 DPI Laser printer for the Administration Office. at a budget under \$2000"; seconded by Joe Riccardo. CARRIED.
7. Ron Bennett made a motion to "Maintain the Membership Fee Structure"; seconded by Mark Tulloch. CARRIED.

8. Mike Reibling made a motion that "Each Province submit a list of non-Members to Barry Bateman for solicitation purposes twice on an annual basis early in the Season"; seconded by Fred Wilson.
 - Amended by Mike Reibling to say "Each Province may provide a list at their discretion".
 - Amended by Rick Miller to "Active Pilots".
 - Amended by Bill Sharkey to "Send mailing labels showing current address"; seconded by Mike Robertson. CARRIED.
9. Bill Sharkey made a motion that "On the HPAC/ACVL Membership Card we leave the Insurance space blank for non-insured Ontario Members"; seconded by Mike Robertson. CARRIED.
10. Fred Wilson made a motion that "The secretary at the AGM be paid \$100"; seconded by Barry Bateman. CARRIED.
11. Mike Robertson made a motion to "Accept the Policy and Procedures Manual subject to revision"; seconded by George Thibault. CARRIED.
12. Armin Frei made a motion that "The Paragliding Committee be disbanded"; seconded by Mark Tulloch.
 - Amended by Mike Robertson to say "Paragliding Committee Chairman made this Motion to abolish the Paragliding Committee since Paragliding is an integral part of all committees". CARRIED.
13. Fred Wilson made a motion that "The by-laws of the HPAC/ACVL be amended to say that the Executive Committee shall be comprised of a President, 2 Vice Presidents to oversee Paragliding and Hang Gliding and 1 Secretary/Treasurer"; seconded by Joe Riccardo. DEFEATED.
14. Mark Tulloch made a motion that "Section E(1) & (3) on page 20 be retained and all other items be removed"; seconded by Mike Robertson.
 - Amended by Mike Robertson to say "Strike section E from the Policy Manual". CARRIED.

15. Mark Tulloch made a motion that "Section 7(c) & (d) on page 20 be retained and all other items removed"; seconded by Fred Wilson. CARRIED.
16. Mark Tulloch made a motion that "All reference to USHGA and Gutseigal be switched to 'Certified'"; seconded by Fred Wilson. CARRIED.
17. Fred Wilson made a motion that states "As all records of Incorporation's has been misplaced-placed, the following Provinces be re-affirmed as Full Members of the HPAC/ACVL retroactively, Saskatchewan, Manitoba, and Newfoundland"; seconded by Joe Riccardo. CARRIED.
18. Fred Wilson made a motion that "All reference to Hang Gliding be changed to read 'Hang Gliding & Paragliding'"; seconded by Mike Reibling. WITHDRAWN.
19. Barry Bateman made a motion that "All reference to Hang Gliding be defined in the By-Laws as referring to Class 1, 2, or 3, whereas 1 = Hang Gliders, 2 = Paragliders, & 3 = Rigid Wings"; seconded by Mike Robertson. CARRIED.
20. Fred Wilson made a motion to "Strike the requirements to have 'Membership in a Provincial Association' and to replace it with 'A Full or Associate Member of the HPAC/ACVL' in order to apply for an FAI Badge or Record"; seconded by Mark Tulloch. CARRIED.
21. Mark Tulloch made a motion that the "HPAC/ACVL approach National Libraries with our concerns about Out of Date and Dangerous Gliders. Seconded by Fred Wilson. CARRIED.
22. Barry Bateman made a motion that "We change the Voting Privileges from 2 Votes per Province to 1 Vote per Province and 1 vote for each committee member to a maximum equal to the number of Member Provinces". seconded by Mike Robertson.
- Mark Tulloch made a motion that "The Motion be Tabled until next year"; CARRIED.
23. Ron Bennett made a motion to "Accept the Instructors Evaluation Guide as amended for use by Senior Instructors"; seconded by Robert Leslie. CARRIED.
24. Fred Wilson made a motion to "Make 25 hours instead of 10 hours Apprenticeship to be the same as Hang Gliding";
- Ron Bennett wished the motion be tabled and defer to Armin Frei.
25. Fred Wilson made a motion that "Line 2 'Instructor for Criteria for Certification Paragliding ACVL have HPAC Rating and at least 25 hours airtime for equivalency with Hang Gliding"; seconded by George Thibault. PASSED.
26. Rick Miller made a motion that "As of January 1, 1995, requirements for Instructor re-certification to include the HAGAR exam for all instructors"; seconded by Fred Wilson. CARRIED.
27. Mike Robertson made a motion "To submit Safety Reports within 30 days"; WITHDRAWN.
28. Ron Bennett made a motion "To confer Instructor status on Mike Reibling for 1 year"; seconded by Fred Wilson. DEFEATED.
29. Rick Miller made a motion to "Adopt the New Paragliding Ratings as presented here by the Sub-Committee that formed them last night (Nov. 26th), and that the exams be formulated between Mark Tulloch, Rick Miller and Armin Frei, and be in place for the end of February 1995"; seconded by Barry Bateman.
- Amended by Robert Leslie to say "Be instituted" instead of 'be in place'. CARRIED
30. Mark Tulloch made a motion that "We no longer issue the HPAC/ACVL Rating Card as it is now redundant"; seconded by Mike Robertson. CARRIED.
31. Ron Bennett made a motion that "The Board of Directors ratifies Senior Instructor's status on John Janssen of Calgary"; seconded by Mark Tulloch. CARRIED.
32. Fred Wilson made a motion that "We nominate Mike Robertson as Insurance Chairman with committee members to include Greg Humphreys and Fred Wilson"; seconded by Rick Miller. CARRIED.
33. Fred Wilson made a motion "That the President or his Delegate be allocated travel expenses to CIVL and Aeroclub meetings if required"; seconded by Joe Riccardo. WITHDRAWN.

34. Fred Wilson made a Motion re Quebec's participation in the HPAC/ACVL next year "Be Tabled and set aside for mail voting procedures"; seconded by George Thibault. WITHDRAWN.

35. Ron Bennett made a motion that "We will not accept HPAC/ACVL membership renewal from Claude Fiset until he pays the \$500 insurance deductible in owes"; seconded by Barry Bateman.

· Amended by Mark Tulloch to "Send him a registered letter first with a time limit". CARRIED.

36. Ron Bennett entertained a Motion and so moved by Rick Miller that "We Award the Canadian Hang Gliding Nationals to Leo Salvas for the dates 14th May - 22 May 1995"; seconded by Joe Riccardo. CARRIED.

37. Fred Wilson made a motion that "The HPAC/ACVL recognize East and West Nationals, therefore, you could have an East and a West Champion"; seconded by Joe Riccardo. DEFEATED.

38. Rick Miller made a motion that "Beginning with the 1996 Competition Season, all Canadian Pilots entering any sanctioned competition must have written their HAGAR Exam"; seconded by Fred Wilson. CARRIED

39. Barry Bateman made a motion that "We approach Martin Henry to be 2nd in Command in charge of the Airspace to coordinate-ordinate communication with various Airspace sub-Committee's while Stewart Midwinter is out of the Country"; seconded by Fred Wilson.

40. Mike Robertson made a motion that "The Level III Rating require the HAGAR Exam and that the Level III Air Reg Exam be dropped."; seconded by Mark Tulloch. CARRIED.

41. Ron Bennett entertained a motion that "We do an informal audit of the HPAC/ACVL financial situation quarterly"; seconded by Barry Bateman. CARRIED.

42. Mike Robertson made a motion that "We create a Student Rating for Hang Gliding"; seconded by Fred Wilson.

· Amended by Mike Robertson to say "We change to the 'names' rather than 'Levels'.

For someone to achieve a Student Diploma, they would receive it at no charge with membership if they join the Association. If they choose not to join the Association, we can, for \$10. send them a Diploma and Congratulations saying here are the advantages to joining, etc., and receive an application form. If the person joins and gets a Level 2 Rating, they receive it for \$10"; WITHDRAWN.

43. Mike Robertson made a motion that states "We eliminate the terminology of Level 1 through 5 and replace it with Level 1 = Student Diploma, Level II = Novice, Level III = Intermediate, Level IV = Advance and Level V with Master."; seconded by Robert Leslie. CARRIED.

44. Mike Robertson made a motion that "The HPAC/ACVL supply Instructors with a Student Diploma Package which is handed to the successful student at no charge"; seconded by Mark Tulloch. CARRIED.

45. Mike Robertson made a motion to "Nominate Ron Bennett for President"; seconded by George Thibault. PASSED BY ACCLAMATION.

46. Fred Wilson made a motion to "Nominate Armin Frei for Vice President"; DECLINED.

47. Barry Bateman made a motion that "The HPAC/ACVL only have 1 Vice President"; seconded by Mark Tulloch.

Amended by Barry Bateman to include "Who lives on the other side of the Country"; ORIGINAL MOTION STANDS. CARRIED.

48. Barry Bateman made a motion that "Jacques Fontaine be Nominated, provided he will accept"; PASSED BY ACCLAMATION.

49. Fred Wilson made a motion "To nominate Al Faulkner as Committee Chairman for Public Relations"; seconded by Rick Miller. CARRIED.

50. Ron Bennett made a motion that "The next HPAC/ACVL AGM be held in Toronto on 18-19th November 1995"; seconded by Barry Bateman. CARRIED.

cont...

Annual General Meeting Minutes 1993

This important meeting was held March 3,4 & 5 in Toronto, Ontario at the Prince Hotel along with the Aero Club of Canada and the Soaring Association of Canada who were also holding their AGM's at the same time. All provinces were very well represented by both voting and non-voting members and because of the large turnout a greater representation of the members was assured.

Friday, Day 1;

The day started with a very intensive discussion to decide upon the Instructors Certification Standards and was guided by Michael Robertson of Ontario who had just returned from the Wills Wing Instructors seminar in California. The proposed standards, after some revision, were accepted by the following morning and will be published in the special upcoming issue of the National News letter.

On Friday afternoon we were visited by Tony Wooller, representative for the British Aviation Insurance Company, our insurers, who confirmed their continuing representation for the coming year. Last year we lost the Alberta Association from our policy as they could obtain better rates and coverage through their Provincial Sports body and this year we heard that Ontario is also going the same way. (It has since been found that Alberta has lost it's Provincial insurance and is now back on the HGAC policy. Ed)

Our second visitor in the afternoon was from Transport Canada, Mr Dean Broadfoot, Chief of Air Navigations Policies and Standards. He gave a brief presentation on how and why we are regulated and this was followed by a discussion on the possibility of us gaining access to class D air space. I sensed that he was some what surprised at how much regulation we were willing to accept in return for us being allowed in class D air space. (There goes our reputation of a bunch of crazy yahoo's not wanting to be regulated!)

He suggested that all hang glider pitations (FSS) whenever they go flying in order to learn of hazards, get weather warnings, and advise m ~ @&Û\$? flying in. From our point of view this also lets Transport Canada know there are enough of us out there

Day 2, Saturday

First thing in the morning we concluded the instructors standards then proceed with the agenda as planned, namely Provincial Association Reports followed by committee reports.

-Provincial reports; The reports included the number of members, accident reports, number of certified instructors, insured competitions and a list of the current directors etc. Most provinces had a slight in crease in membership for a total of 610 HGAC full members and Saskatchewan and Newfoundland were the only two provinces not receiving provincial funding.

-Committee reports; All the different committee chairmen (chairwomen) submitted reports of their activities in 1988 and most reports were very positive.

Briefly; It was felt that every province appoint a director in charge of Airspace and communications. This person alone would deal with TC on all provincial air space matters which will be very important if we are allowed access to class D airspace. We now have access to aircraft radios and it was felt that all HG Instructors include radio communication instruction in their courses.

-The HGAC policy of only rated pilots receiving points was upheld and therefore all unrated pilots in 1988 will receive no points for the 1988 season. Competition pilots rejected the competition committee's suggestion for a flyoff to select the Canadian team but endorsed the \$500 deposit to secure a spot.

-Insurance: Our policy has been reduced from \$40 to \$32.50 per pilot, plus they included \$100,000 flight simulator coverage.

-Parks: The 3 year trial was under review and we will know the outcome by spring.

-Ratings: Are now computerized. Many calls came in after the rating list was published in the Newsletter!!!

-Records: Vincene Muller is now handling all FAI and Canadian record at tempts.

-Aero Club: This is shaping up well and they are presently assisting us with our rejection from TC for entry to class D airspace.

-Safety: Fred Wilson of BC was made chairman and Herb Ruch of Ontario heads a sub-committee for **towing**.

-Team Funding: Thanks was given to Stewart Midwinter for his effort in getting the HGAC charitable status. \$8,000 has been raised so far and it was estimated that this will reach \$10,000 by the time of departure.

We then moved on to new business. Under this section bids for the 1989 Nationals were discussed and were awarded to the Rocky mountain HGC and will take place at Cache Creek in August subject to the agreement of the local club.

Two applications for entry to the HGAC from the ASQA in Quebec and a Canadian servicemens HGC in West Germany were discussed and both were rejected due them not being able to potentially receive provincial funding.

Randy Haney's request to be allowed onto the Canadian team was rejected by the HGAC as his spot had not been secured with a \$500 deposit and the other team members had already committed themselves. It was also mentioned that he was not a member of the HGAC in 1988.

Towing/Tandem: The US instruction standards, with some slight changes, were adopted.

Instruction: Four Senior were appointed. These are; Willi Muller (Alta), Michael Robertson (Ont), Jacques Fountaine (Que), and Carroll Redden (Nfld)

Records: Vincene Muller has applied to the FAI for the Paul Tissandier trophy to be awarded to Cliff Kakish. It was also decided to present an award annually to the most outstanding volunteer and possible a trophy to be known as the Cliff Kakish Memorial Trophy. Recipients will be decided by the directors of the HGAC.

Level 5 Master applications were heard and awarded to Harvey Blackmore (BC), Michael Robertson (Ont), and Maryse Perron (Que).

The main body of the AGM adjourned for the day but a small sub-meeting continued on to compile the Towing and Tandem Standards and Rules.

Saturday evening the Aero Club of Canada put on a banquet which was at tended by the members from SAC, HGAC, ACC, and a few other member organization. Stewart Midwinter presented Michael Robertson with his level 5 and we were generally accepted by all as a legitimate, responsible sport aviation body.

Sunday, Day 3.

The **towing and tandem subgroup** finished their rules and standards first thing before the AGM continued today.

Michael Robertson attended the Aero Club of Canada AGM on behalf of the HGAC and recommended that; the HGAC will look after it's own records; the FAI membership be increased from \$10 to \$15 to help cover cost and that the Dialcomm telecommunication service as used by the HGAC be extended to the ACC.

At the moment only a few provinces are using Dialcomm but Sask, Man, Que, and Nfld will look into subscribing.

Regarding level 5 ratings, it was decided that from now on all level 5 applications be submitted and supported by the provincial association.

We received a request from the Paragliding body that we adopt a set standards for instruction and ratings. A Committee is to be formed and will deal with the needs of the Paragliding group.

Air regs exams: Richard Roussin from Quebec, who is a commercial airline pilot has compiled an HG air regs exam based upon the ones used by TC for most other forms of aviation. This was unanimously accepted and regarded as being long overdue. At the moment it is only in French but when Richard has completed the translation, along with the study guide, it will be implemented immediately. The new air regs exam will be easier to write and to study for since all questions are drawn from Hang Glider and Ultralight Information Manual from Transport Canada. It was also decided that the exam be taken as part of the level 3 rating so as to allow for safer XC flights. When the new air regs exam is introduced it will mean that all level 4 pilots must take the exam and will then be issued a different level 4 ratings card to show that it has been taken (and passed!). From preliminary test it was found that most HG pilots would fail the exam!!!

1990 Nationals: A bid was accepted from Robert Boileau on behalf of the Club du Vol Libre Mont Yamaska. More details to follow later.

John French was appointed the new Ratings Chairman. A hearty round of applause was given to Carroll Redden for getting the system back on track. The \$500 deposit required by Canadian team members to secure a place was accepted, the team flyoff was rejected and Mike Cook of BC was appointed new HGAC Competitions Director.

The next Annual General Meeting will also coincide with the annual general meeting of the Aero Club of Canada and will probably be in Winnipeg Manitoba. The meeting was adjourned mid afternoon after 3 long days of meetings and the general consensus was that we could have done with more time!!!

It was great meeting our old friends and making new ones and if anyone has any doubts about the organization and the running of the HGAC then I suggest they catch the next AGM, they may be in for a surprise.

Summarized by Mia Schokker

HGAC/ACVL 1993 AGM Minutes
Ramada Inn 401 London, Ontario
6-7th March 1993

In Attendance:

Martin Henry HGAC/ACVL President
Barry Bateman BC, HGAC/ACVL Administrator, Editor
Rick Miller Alta, HGAC/ACVL Ratings Director
Sean Dougherty Alta, Paragliding Comp Director
Mark Tulloch BC
Craig Janes Nfld
Christian Rochefort Que
Jerome Daoust Que
Gerry Dorge Man
Robert Leslie Man
Bill Sharkey Ont
Karl Dinzl Ont
Chris England Ont
Michael Robertson Ont
Mike Gates Ont
Minutes recorded by Barry Bateman, National Administrator

Day one 6th March 1993

Meeting Opened at 8:30 AM

- a: The minutes from 1992 were presented and various items were discussed;
- b: The insurance program was discussed with reference to the pros and cons of various insurance bids and the HGAC/ACVL verses the Ontario policy. Further discussion was left for "New business".
- c: The question of a new name for the Association was mentioned and also left for "New Business" as was the National membership program.

Motion that: The 1992 HGAC/ACVL minutes be accepted as presented.

Proposed: Barry Bateman Seconded: Gerry Dorge. Passed

Committee Reports

Ratings; Submitted by Rick Miller

There were 343 new ratings issued in 1992. Quebec had the highest number of new ratings issued. Turn around time (with correct documentation) was usually 1 week. There was some confusion by pilots on whether the fee was \$5 or \$10. The fee is now \$10 for both Paragliding and Hang gliding. There will be no exceptions. Rick also would like to get the "safe pilot" awards system moving.

Airspace; Stewart Midwinter

No report was submitted. Martin Henry gave a brief overview explaining the new Transport Canada air regulation exam. It was pointed out that you could only enter Class "D" airspace for the purpose of XC flights and that you must adhere to all TC requirements.

9:30-10:00 Break for coffee

Paragliding; Sean Dougherty

It was estimated that there are approx. 300 paraglider pilots in Canada but only 50 are HGAC/ACVL members.

A new paragliding rating system has been worked on and will be presented under "New Business"

Janet Moschard, Paragliding Committee Chairwoman, expressed the committees desire that it be disbanded. She also stated that she would like to step down and Martin Henry mentioned that Armin Frei was willing to replace her.

In 1992 there were 6 +100 km flights during the Western Canadian Paragliding Championships. This is the highest ever obtained in a Paragliding competition. In 1992 the paragliding competition committee adopted the Hang gliding 2 year points system for selecting the Canadian National paragliding team. Chris Muller was top of the points standing.

The Canadian paragliding team (made up of 3 pilots of one sex and one of the other) for the Worlds championships is as follows;

Chris Muller, Peter Maclaren (If he can go), Willi Muller (If no one else is going)

...cont

There is also room for one female pilot but as yet no one has shown an interest in going. Anybody interested in going should contact Sean Dougherty.

It was mentioned that work has been done on the instruction standards and will be submitted for new business. There appeared to be some confusion on who is and is-not certified due to a lack of communication. It was hoped the new HGAC/ACVL database would solve this problem.

Safety; Fred Wilson

A report was by Fred Wilson and read by Mark Tulloch. Fred was away from Canada last year but has come up with some new proposals that are to be submitted for "New Business" later.

Instruction; Ron Bennett

A report was submitted by Ron Bennett and read by Martin Henry. There is a working system in place but it is not working in some areas. A revised system with some improvements is to be submitted for "New Business". It was also felt that various instructors would need to be "Grandfathered" into the system to help facilitate getting the new system established.

FAI Records and Badges; Vincene Muller

A report was sent in by Vincene and read by Martin Henry. There was a slight increase in the number of sporting licensees issue despite the increase from \$10 to \$16.

Three Delta Silver badges were issued with Mia Schokker becoming the first Canadian women to be issued one.

Sean Dougherty was issued a Eagle Diamond for his 3671 m height gain.

Three World records were applied for.

Martin Henry: 100 km out & return, speed. Hang gliding

Chris Muller: 146.22 declared goal. Paragliding

Sean Dougherty 3671 m altitude gain. Paragliding.

There were various other records in other categories which have been mentioned in the National Newsletter.

Stewart Midwinter and J.C. Hauchecorne will be attending the CIVL meeting in San Francisco on behalf of the HGAC/ACVL later this year.

Competition; J.C. Hauchecorne

A report was presented by J.C. and read by Martin Henry. It was felt that despite raising cost of competitions, Canadian pilots fared rather well on the competition circuit last year. It was felt that we have to turn to "outside" funding in order to continue competing competitively. Two motions were presented that are to be submitted under "New Business"

National Newsletter; Barry Bateman

The amount and quality of content was generally good although most of the time it arrived late. The Direct mailing that has been in place for the last two years to certain provinces has worked well. The only exception is that two provinces and the HGAC/ACVL were/are late in their payments.

Administrator; Barry Bateman

Although this position has only been in effect this year (1993) a brief summary was given to keep directors informed of how it is progressing. There is a database in place and continually being expanded. This database will eventually be able to cross reference all aspects of member services, ie, membership status, ratings, instructor, schools, etc. Mail out of membership cards is at present on hold until approval, and thereafter the printing of them. Everything should be on line by the end of March 1993.

New Business

French Name of Association

There was some confusion as to the French version of the HGAC/ACVL. After some discussion a vote was taken.

Motion that: The French name of the "Hang Gliding Association of Canada" shall be known as the "Association Canadienne de vol Libre" Proposed by: Christian Rochefort; Que

Seconded by: Barry Bateman; BC Passed

HGAC/ACVL endorsement and direction Martin Henry tried to find out in which direction the HGAC/ACVL directors wished the association to move in regards to its membership mandate. Martin has tried to accommodate all the provinces special needs which has ended up by creating more problems than it solved.

The Ontario insurance program was discussed in regards to its acceptance within Canada and the USA.

It was expressed that systems have been put in place which will only accept HGAC/ACVL insurance (namely, named flying sites and sanctioned competitions and possibly Quebec) Discussion revolved around the pros and cons of temporary foreign and Canadian student insurance.

It was mentioned that the HGAC/ACVL had to put \$17,000 up front for its policy.

It was felt that enough had been said on the direction of the HGAC/ACVL and that we should move forward as a united body rather than trying to appease every province.

Motion that: The discussion on the direction of the HGAC/ACVL be tabled.

Proposed by: Gerry Dorge; Man

Seconded by: Craig Janes; Nfld Passed

Bilingual National Newsletter

It was expressed that French should be included in the National Newsletter so as to keep French speaking pilots informed of what was happening throughout Canada. Discussion took place on how to obtain that end and the associated problems, eg; Could someone be paid? How would deadline constraints be overcome? How much should be translated?

It was felt that it was too much work for a volunteer and that maybe the HGAC/ACVL should supply funds to assist with the translation. The HGAC/ACVL asked Quebec how much it would cost us and Quebec wished to know how much would be available so they could approach someone in regards to the amount that needed translating.

Christian Rochefort offered to open up a communications and translation path with Barry Bateman to help with the translation of the Newsletter. Also of concern was the translation of HGAC/ACVL forms and exams. It was mentioned that Richard Roussin had already agreed to help with the translation of HGAC/ACVL ratings exams.

The Manitoba delegates and Rick Miller said that they may be able to help with some translation of the Newsletter.

Motion that: The Association du Quebec de Vol Libre will open up channels to accommodate the translation of French into English and vice versa, and to proof and approve all HGAC/ACVL documents

Proposed by: Mark Tulloch; B.C.

Seconded by: Robert Leslie; Man. Passed

Motion that: Starting with the next National Newsletter the Presidents page plus one other article will be in French and that the Association Canadienne de Vol Libre will look into the translation cost of all or part of the National Newsletter for future issues.

Proposed by: Craig Janes; Nfld

Seconded by: Robert Leslie; Man Passed

Name/logo change for the HGAC/ACVL

It had already been decided to change the name of the association at last years AGM so the discussion centered around which name we should adopt.

Motion that: The Hang Gliding Association of Canada be changed to the "Hang Gliding and Paragliding Association of Canada (HPAC) and that the French name remains the same. (Association Canadienne de Vol Libre)

Proposed by: Mark Tulloch; BC

Seconded by: Craig Janes; Nfld Passed

Martin Polach will look after the legal requirement. Martin Henry will oversee the name change.

A brief discussion took place regarding the changing of the logo.

Barry Bateman submitted some samples that could be used in the interim for the use of membership cards and other related documents. After a short discussion there was a general consensus on which one was should be used for now. Also a design for an HGAC/ACVL membership card was submitted and approved.

Motion that: The modified HGAC/ACVL logo be accepted in the interim period so as to print membership cards and that a new logo be designed and submitted at the 1994 HGAC/ACVL AGM for acceptance.

Proposed by: Mark Tulloch; BC

Seconded by: Bill Sharkey; Ont Passed

National Newsletter. March 1993 issue

It was felt that enough issues should be printed so as to allow members who did not renew/join until 31st May 1993 to still receive that issue.

HPAC/ACVL National Membership

Ontario expressed its concerns over the increase in cost to its members that would come with the National Membership Program. After much discussion, explanation and breakdown of cost it was found that all provinces had a membership fee of \$75 except Quebec which was \$85, while Ontario's fee was going to jump from \$35 to \$55. It was mentioned that Ontario's fee used to be \$55 about 3 years ago.

A short recess was called at 5:30 pm

Returned from recess at 5:50 pm

The Ontario representatives used the short recess to discuss their increase in fees and concluded that they would accept the increase and present it to their members at their upcoming AGM. They also required that the HGAC/ACVL check into the equivalency of the Ontario insurance policy with the HGAC/ACVL policy regarding sanctioned competitions, etc. Ontario will take the initiative into looking into its policies compatibility with the HGAC/ACVL's.

As a gesture of good faith, the HGAC/ACVL said it would mail out the March issue of the National Newsletter to all of Ontario's members from last year. Ontario said they would supply the mailing labels.

Instructors certificate accepted

Ron Bennett submitted revised instructors standards for the following which were accepted;

Hang gliding Level 1 certificate

Hang gliding Level 2 certificate

Paragliding Para 1 certificate

Paragliding Para 2 certificate

Level ratings

A recommendation was made concerning the streamlining of the hang gliding and paragliding rating system by adopting a two tier system. Ron Bennett (instruction standards) and Rick Miller (Ratings) have/are working on the details and implementation is aimed for the 1994 HPAC/ACVL AGM

Meeting Adjourn 6:20 pm

Day two. 7th July 1993

Meeting opened at 8:45 am

Aero club; Michael Robertson

Michael, our Aero Club representative, gave as a quick breakdown of the Aero club meeting which he had been attending. It seems that the way Vincene Muller has been handling the sporting licenses is so effective that the Aero club is copying her system. The HPAC/ACVL is now delegated as a representative of the Aero club and therefore can now verify it's own Canadian records which are also World records.

The Aero Club has been working on a group medical insurance scheme and has come up with a policy which would cost \$87 per member.

The sailplane delegate mentioned that in future there will be a change from camera's and barographs towards the GPS (Global Positioning System) for verification of records.

Michael Robertson was asked to convey our desire to the Aero club to have Transport Canada recognize the HPAC/ACVL as the official body governing hang gliding and paragliding in Canada and requested their assistance in this matter.

HPAC/ACVL Policies

Martin stated that work, For example, obtaining our insurance, is generally being done by one person. He wondered if this was acceptable and should more directors get involved. Also, with the creation of an HGAC/ACVL central database, a question of confidentiality comes into play. For example: who is entitled to HPAC/ACVL member printouts? Directors? Other members? It was felt that a need existed for an HPAC/ACVL policy handbook to be developed and Martin volunteered his services in this area.

Safety

It was noted that Fred Wilson went ahead on a safety mail out before it had been approved at the HGAC/ACVL AGM. Martin was going to clarify this policy with Fred and inform him that anything of this nature must be clarified with the HGAC/ACVL directors first. Also, anything that is submitted to Transport Canada must also be approved first. The HPAC/ACVL incident form as submitted by Fred Wilson was found to have a few flaws. A modified one was to be generated by Fred Wilson with the assistance of Barry Bateman. Directors were asked to use the prepaid envelopes for incident reports. Fred requested more information on the 3 Quebec fatalities and a request was made for more provincial safety director input for submission of incident reports.

Motion that: The directors on a National and Provincial level take the initiative to ensure that incident reports are filed.

Proposed by: Christian Rochefort; Que

Seconded by: Rick Miller; Alta Passed

The Safety directors report as submitted by Fred Wilson was not accepted as it was not received in time to be studied thoroughly.

Motion that: The safety report as submitted be tabled for now and that it will be introduced into the HPAC/ACVL policy/procedure framework.

Proposed by: Craig Janes; Nfld

Seconded by: Robert Leslie; Manitoba Passed.

The directors went through the report that was submitted and made various recommendation to the proposals.

Ratings Committee

Hang Gliding It was proposed that the hang gliding Level I and Level II written and practical exam be amalgamated and with a little modification become a new Level I rating. This should place a student at a level where he/she would be able to access and evaluate all pertinent criteria so as to be able to fly safely.

Also, seeing as the Level III exam is a written airspace exam, and considering that there is another airspace exam in the Level IV exam, plus the Transport Canada "Hagar" exam it was felt that the Level III exam has become redundant. It was therefore felt that the Level III exam should be dropped and with some slight changes, the Level IV exam become the new Level II exam. This system would probably require some sort of "sign offs" as the pilots skill level increased.

The new proposed rating system was discussed with regards to the new IPPI (International Pilot Proficiency Identification) card. It was felt that the HPAC/ACVL should support this card and that the equivalent ratings be worked out by the Ratings director. It was suggested that the Ratings director would verify the hours accumulated in the log book and the card would be distributed by the HPAC/ACVL administrator. It was estimated that it would cost about \$10

Motion that: The HPAC/ACVL endorse the **IPPI card** and for it to be administered by the HPAC/ACVL ratings office. Proposed by: Sean Dougherty; Alta Seconded by: Gerry Dorge; Manitoba Passed
The procedure for applying for the card is to be published in the National Newsletter.

Paragliding

The paragliding exam is to remain the same for 1993, but a two level system was proposed for implementation at next years AGM. The criteria for the Levels could be similar to the hang gliding levels. There was some brief discussion as to what and where each level should be.

Official Examiners

It was felt that although the current Level I & II exam is easy for the instructor to administer, the Level III & IV were inconvenient for the instructor to administer. Therefore it was felt that there was a need for Official Examiners. Quebec mentioned that they already have been using a system like this.

Motion that: A ratings committee be formed to re-access the rating process based on the report submitted by Martin Henry and return it to the HPAC/ACVL for action at the 1994 HGAC/ACVL AGM

Proposed by: Gerry Dorge; Manitoba
Seconded by: Craig Janes; Nfld Passed

Instruction Standards

A report was submitted by Ron Bennett and was requested that it be accepted. He explained that he was more concerned with the structure of the system more than the standards.

He recommended a change to the duration before re-certification so as to assure that procedures are implemented. He also wanted to see a flow of information back and forth and felt that the administrators office was the ideal place for this.

Motion that: The instructors committee report be accepted as submitted.

Proposed by: Mark Tulloch; BC
Seconded by: Robert Leslie; Manitoba Passed

It was suggested that some amendments should be made to the conditions of certification.

These were;

- a: That accident and student reports be submitted to the National administrators office;
- b: That the recommended 4 year re-certification period be returned to three;
- c: That you must be an HPAC/ACVL member;
- d: That floats as well as wheels be used for landing purposes;
- e: That 25 hours minimum for apprentices be underlined.

Towing Standards

It was stated that Alan Faulkner is in the process of compiling a manual on towing and that input from any source is more than welcome.

Competition

A proposal was made by J.C. Hauchecorne as follows;
That all sanctioned competitions must be approved by the club who is controlling the site on which the competition is to be held. That the Provincial association must then approve the competition and forward the final request for all sanctioned competitions to be held in the Province to the National Association. There was some discussion as to the pros and cons of why a Province should get involved.

Motion that: The proposal as submitted by J.C. Hauchecorne be accepted as presented.

Proposed by: J.C. Hauchecorne; Alta
Seconded by: Rick Miller; Alta Passed

A second motion by J.C. Hauchecorne read as follows;
That all sanctioned competitions with a duration longer than regular weekends or long weekends must be announced by January 1st of the new competition year.

Discussion took place and concerns were raised as to whether meet directors would know that early in advance if they were going to be running a competition.

Motion that: The proposal as submitted by J.C. Hauchecorne be accepted as presented.

Proposed by: J.C. Hauchecorne; Alta

Seconded by: Jerome Daoust; Que Defeated

A revised motion was put forward which reads as follows;

Motion that: That all sanctioned competitions with a longer duration than regular weekends or long weekends must be received by the National competition director by March 1st of the competition year.

Proposed by: Mark Tulloch; BC

Seconded by: Jerome Daoust; Que Passed

There was only one bid for the Canadian Nationals (hang gliding) which was in the Vernon area and this was endorsed by the HPAC/ACVL Competition director.

Stewart Midwinter submitted a bid to host the 1st Paragliding Nationals in Golden from 29th July - 2 Aug. 1993

There was some discussion on the HPAC/ACVL policy of pilots having to have their competition points submitted to the competition director within two weeks of the competition. It was felt that this was not fair as was shown by the problems pilots had in obtaining their results from some meets that were held in the USA.

Motion that: The preliminary results of all meets be submitted to the National competition director within two weeks of the competition and that the complete documentation be submitted by September 30th of the same year.

Proposed by: Mark Tulloch; BC

Seconded by: Craig Janes; Nfld Passed

Special mention: It was noted by J.C. Hauchecorne that Lionel Space, a US pilot from Washington was instrumental in developing a computer program for the 600 point scoring system. This later developed into a program that can calculate some of the World's most commonly used scoring systems. Lionel Space also wrote the program for the HPAC/ACVL Canadian points standings.

The HPAC/ACVL competition director feels that in appreciation for his work for the betterment of Canadian competition pilots and meet directors that it would be appropriate for Lionel Space to be offered free entry into Canadian competitions.

Insurance Kevin Thompson

A report was submitted by the HPAC/ACVL insurance director, however it was incomplete as the provinces did not submit their reports. The insurance this year remains with Aerowest although we did have another proposal from another company, but it was felt that it did not meet our requirements. We will continue to search for alternative insurance. All insurance fillings are now to be dealt with through the National administrator. All Aerowest Aviation insurance inquiries are to be made through Mia Schokker who has offered her services as the insurance agent for the HPAC/ACVL.

Level V Masters Ratings

The HPAC/ACVL received a letter from a member stating that a Level V rating that was recently awarded had not followed correct HPAC/ACVL procedures and therefore the recipient may not be eligible to receive it. Martin Henry volunteered to look into and respond to the allegation.

Another Level V application was made and although the recipient probably met or exceeded most of the requirements the pilot had not accumulated enough hours. Also, the application was only submitted to the provincial directors one week prior to the AGM and therefore they did not have time to thoroughly study it. Because of both problems the Level V rating could not be approved.

Backup Chutes

Quebec made enquiries regarding the HPAC/ACVL policy on backup parachutes. The paragliding standards state that they are required for "higher" flights and Transport Canada only require restraints, helmets and a handbook of visual signals and procedures in the event of interception.

Motion that: The HPAC/ACVL strongly recommends the use of reserve parachute systems.

Proposed by: Rick Miller; Alta

Seconded by: Bill Sharkey; Ont Passed

HPAC/ACVL Office equipment

A budget was presented to the HPAC/ACVL for the acquisition of office equipment; eg; A fax machine, plastic card laminator, printing expenses etc. This was approved.

Senior Instructors

A list of senior Paragliding instructors was asked to be read into the minutes, however there appeared to be some concern over one of the pilots being awarded this rating. It was felt that the list should be withheld while the members of the ratings committee verify his status so as not to victimize the pilot in question.

There was also some concern over two pilots receiving their paragliding tandem rating when they did not have an HPAC/ACVL Level rating. It was mentioned that these pilots were part of the committee that established the rating standards and that it would be redundant for them to take the exam they helped develop.

Treasurer

Martin Polach has expressed a desire to step down from this position. He remains in this position but the administrator would be taking on some of his duties regarding membership fees.

New Directors

Martin Henry felt that the HPAC/ACVL needed a turnover of new directors. It was decided that a request be made in the Fall issue of the newsletter and a mail out in the December issue for volunteers who wished to become involved within the association.

Motion that: That 1993 HPAC/ACVL AGM be closed.

Proposed by: Christian Rochefort; Que

Seconded by: Sean Dougherty; Alta Passed

Meeting closed on 7th March 1993 at 2:20 pm

1992 AGM Minutes

ATTENDANCE

Martin Henry,	President, HGAC	(604) 854-5950
Stewart Midwinter	HGAC Airspace/Aero Club	(403) 230-7769
Barry Bateman	Editor, /BC Rep	(604) 888-5658
Jacques Fontaine	Quebec Rep/HG	(514) 627-1444
Chris Walters	President, NHGA	(709) 785-2697
Carroll Pelletier	President, SHGA	(306) 949-1757
Georges Thibault	Vice President, HGAC	(403) 457-2507
Dave Mitchell	AHGA Director	(403) 465-4360
Rick Miller	AHGA Rating Officer	(403) 461-3592
Vincene Muller	HGAC Rec ords & Stats	(403) 932-2759
Craig Lawrence	SHGA	(306) 692-9455
Gerry Dorge	MHGA Rating Officer	(204) 261-5167
Robert I Leslie	MHGA Vice-President	(204) 947-5953
Scott Wilson	MHGA Treasurer	(204) 477-0866
Richard Chubey	MHGA President	(204) 663-8859
Michael Gates	OHGA Rating Officer	(416) 636-4696
Karl Dinzl	OHGA President	(416) 621-2280
Jean-Claude Hauchecorne		(604) 521-1559
	HGAC Competition Director/BC	1-800-283-8530 days
Martin Polach	HGAC Treasurer	(403) 932-3680
Roger Nelson	AHGA observer	(403) 932-6598
Ron Bennett	AHGA Treasurer	(403) 239-7378
Jean Fortin	Quebec Rep/PG	(514) 263-6353
Max Fanderl	AHGA observer/PG	(403) 281-0121

MINUTES

All provinces were given one copy of a binder which included all the reports received by Martin Henry.

INSURANCE

Martin Henry explained the new insurance program. New insurer is Lloyds of London. Program is better due to more competitive rates

especially for schools and sites. It should be noted that school and site insurance must be obtained directly using the 1-800 # listed in the insurance report which is in the binder given to all provinces.

Insurance cards for 1992 were handed out to all provinces. The new cards include; the words, Hang Gliding, Paragliding and World Wide. Deductible will be \$500 as compared to the USHGA Deductible of \$1000.

To keep the HGAC in good standing with the insurance company, the Deductible would be paid by the HGAC and then collect from the pilot who made the claim.

The OHGA currently do not participate in the HGAC insurance program due to having to participate in a Ontario Sports Insurance Program (which is much cheaper). They will check into whether their program is interested in carry the HGAC insurance

RECORDS AND STATISTICS

A full report was handed out by Vincene Muller to everybody present.

At the Aero Club Luncheon February 29, the following awards were handed out to members of the HGAC by the President of The Aero Club of Canada, Mr. Bob Carlson:

The Paul Tisandier Award; Awarded to Stewart Midwinter for exception service to the sport of Hang Gliding.

World Record Diplomas;

Hang Gliding - Jean-Claude Hauchecorne, July/1990. 200 km Out and Return Speed Record.

Paragliding - Chris Muller, July, 1991 101.5km, Flight to a Declared Goal.

Sean Dougherty, July, 1991, 101.5km Flight to a Declared Goal.

Willi Muller, August, 1991, 109.32km Open Distance with a Dogleg.

No Hang Gliding Delta Badges were applied for or awarded in 1991.

Sean Dougherty and Stewart Midwinter have applied to the FAI for Eagle Silver

Badges for Paragliding.

Chris Muller has been awarded Eagle Gold Badge #1 for Paragliding

Willi Muller has applied for an Eagle Gold Badge.

Some Canadian pilots who fly out-of country are interested in trying for badges and records. To file for a record or badge in the US is very expensive as it has to go through the National Aero Club and they charge \$150 per application (compared to \$10 in Canada).

The following addition has been made to the General Sporting Code as of Jan 1/92: A pilot filing for a record or badge cannot use an Official Observer who is related or paid by the pilot (e.g. an employee or paid driver).

Vincene made the following proposal:

Record and Badge attempts made by Canadian Pilots for Out-of-Country Records and Badges can be sent directly to the HGAC Badge and Record Committee for processing provided that a Canadian Official Observer is used and at least one independent witness signs the takeoff and landing forms.

This proposal was discussed, voted and accepted

It should be noted that all world record applications must be made through the Hang Gliding Association and National Aero Club of the Country where the flight originates.

FINANCES

Martin Polach made a report which was handed out to all present. Major problem was stale-dated cheques not cashed in time by National Rating Office.

NATIONAL NEWSLETTER

Barry Bateman reported the following problems:

All provinces: not enough contributions to the National News.

Newfoundland: they are selling the National News as an additional benefit rather than including the price in all membership so that all members are informed (they pass one copy around instead of all receiving it).

Quebec: Have not contributed anything since 1990. However half the members have requested to receive the newsletter in English

Ontario: Original is sent to Michael Robertson and he has not had it

copied and distributed, so members are not receiving it. Kevin Caldwell has been a frequent contributor unless Barry personally phones Michael Robertson who then contributes.

Manitoba: Barry Morwick sometimes contributes.

Saskatchewan: Nothing received at all.

B.C. Only Janet Moschard and Barry Bateman sometimes contribute.

There are problems with all Provinces and Directors with contributions but everybody promised improvements.

NAME CHANGE

Stewart Midwinter proposed that the name of the Hang Gliding Association of Canada be changed to Free Flight Association of Canada to reflect the inclusion of Paraglider Pilots in the Association. The recommendation be that the new name be phased in over the next year with both names appearing in the National Newsletter. Stewart reported that the Aero Club of Canada supported this name change.

The vote when taken was 6 for the name change and 5 against. Therefore no change will be made. Provinces were asked to take this matter back to their membership for direction. (Provinces for; LFL; Quebec; B.C.: Provinces against: Alberta; Sask & Man - Alberta had one rep for and one against.

COMPETITION

J.C. Hauchecorne proposed the following changes in the National Points system:

1. In order to obtain National Points a Canadian pilot must be a member of a Provincial Association (thereby a member of the HGAC)*.
2. The 1.2 multiplier formally applied to FAI quality competitions will now only apply to the Canadian Nationals.
3. On the competition schedule for rating the meets in section B the following change will be made;
one pilot must make goal to qualify as a race.

4. When Canadian Pilots receive access to Class D Airspace from Transport Canada, competition pilots will need to follow Transport Canada recommendation at meet.

Motion by J. C. Hauchecorne, seconded by Richard Chubey: Motion passed.

*Foreign pilots participating in Canadian Competitions can now obtain a short-term membership/insurance package lasting three months for \$12.50. This insurance would only be good in Canada. This package will be available to Meet Directors to be purchased at all Canadian Meets. (information available from J.C. Hauchecorne)

LEVEL 5 APPLICATIONS

Three **Level 5 Master applications** had been received:

The Province of Quebec presented the following applications: Jacques Fontaine, Sylvain LaPointe. The AHGA presented the following application: Doug Keller. As the three applications had been approved by their provinces they were accepted.

It was suggested that future applications should include a rider that the applicant benefit' all (National) pilots rather than a selected few (Local, Provincial).

NATIONAL MEMBERSHIP Martin Henry made a proposal that due to the hardships some provinces were having; a) financially; b) volunteer/worker problems, that a central National office with a paid administrator handle the following items for the provinces:

- a) Direct mail in/out of membership/insurance cards.
- b) Direct mailout of National Newsletter (which could include anything provincial).
- c) Study guides etc.

Cost Breakdown:

1992		1993
32.50	Insurance	25.00
18.00	Newsletter (4 per yr)	15.00
10.00	Membership card/ services etc	10.00
60.50	Total	55.00

Assuming a 1993 insurance cost of \$25 per member the cost per pilot would be \$55.

Motion made by Stewart Midwinter seconded by Gerry Dorge; passed

Bids will be asked for to assume the position of Administrator.

(Tony Burton who handles a similar position with the Alberta Sailplane community has put in a bid at \$5 per pilot. He has already established the database program (plus he edits Free Flight S.A.C. National magazine; and is an active pilot so knows what its all about, is interested in hang gliding and paragliding).)

Mike Gates and Karl Dinzl of the OHGA are going to check into the Ontario Sports council to see if they are interesting in bidding for the job.

For 1992 all provinces except Ontario are to send \$42.50 per pilot to Kevin Thompson to cover HGAC membership and insurance. (Barry Bateman said he will do a direct mailout of the National Newsletter in 1992 to any province that wishes him to do so).

PARAGLIDING

Report from Janet Moschard (in binder). Competition report from Sean Dougherty read by Stewart Midwinter;

Sean reported the success of the competitions in Quebec and Golden in 1991. The Pre-World Paragliding Championships will be in Verbier, Switzerland August 2-9, 1992. Any Canadian pilots interested in attending should contact either Sean Dougherty (or Vincene Muller) for information. Deadline for National Team Entry is May 31, 1992. A team of 5 men and 1 female pilots can officially represent Canada. There is no funding available.

The 1993 World Championships will be in Verbier, Switzerland August 2/15, 1993.

A report was passed around from Max Fanderl of the AHGA who has just immigrated to Calgary from Germany. Max is an Instructor certified by the German Hang Gliding Association. Max volunteered to serve on the Paragliding Committee and is interested in assisting with exams/ratings/instructors etc.

The Paragliding Committee will be asked to publish requirements for Instructors License in the National Newsletter. The Paragliding Committee will be asked to contact all known schools to obtain input and information on instruction. Martin Henry recommended using some successful requirements from other countries to assist in speeding up the process (e.g. don't try to reinvent the wheel).

It has been recommended to Paragliding Meet Directors that the following be on any competition advertising: Paragliding pilots are recommended to fly with a backup chute (it should be noted that at regulated sites in Europe and the US it is mandatory to fly with a backup chute and helmet for hang gliders and paragliders).

RATINGS

Martin Henry thanked John French for all the work he put into this committee over the past few years. John had set up a database of all Canadian Rated pilots. John had been willing to continue if no replacement could be found however he is extremely busy with his university courses. Rick Miller volunteered to take over the committee

The recommendation was made at the meeting in 1991 that all hang gliding rating charges would increase to \$10 from \$5 in 1992. Therefore, as of April 1, 1992 hang gliding and paragliding ratings will be \$10 per written exam.

The new exam which will replace the previous Level 1 and Level 2 exams was examined and approved. Richard Roussin will translate into French. The exam was written by Barry Morwick (Manitoba) with assistance from Gerry Grossneigger.

Motion to accept the new exam made by Martin Henry, seconded by Gerry Dorge. Passed.

The rating system is now as follows:

Level 1	Written exam
Level 2	Flight test
Level 3	Written air regulation exam
Level 4	Written exam (current)
Level 5	By nomination only

A fax from the Baden Hang Gliding Club was dealt with regarding ratings. Due to there being no Rating Office at the Base in Germany, the exams will be sent to the base air regulation officer to administer to the members.

There are several pilots in the club who had a course from Alberta Instructor, Richard Ouellet last September. Richard administered HGAC exams. They are all members of the AHGA.

LIST OF HGAC OFFICERS

President	Martin Henry
Vice-President West	Mia Schokker
Vice-President East	Jacques Fontaine
Treasurer	Martin Polach
Insurance	Kevin Thompson
Paragliding	to be appointed
(B.C. Janet Moschard; Alta-	Sean Dougherty/Garth Henderson)
Ratings	Rick Miller
Records/Statistics	Vincene Muller
Air Space	Stewart Midwinter
Aero Club of Canada Rep	Stewart Midwinter
Instructors	Ron Bennett
National Newsletter Editor	Barry Bateman
Competition	J. C. Hauchecorne
Safety	Fred Wilson

INSTRUCTORS STANDARDS COMMITTEE

No report received. There is a need to certify more instructors. Ron Bennett offered to chair the committee of current senior instructors. The committee to be encouraged to run more courses to certify more instructors. Before June 1, 1992 a list of senior instructors and all certified instructors to be available and submitted to the National Newsletter.

The committee to issue a certificate to successful pilots who pass the instructors courses.

Senior instructors who run courses to submit a complete report to the committee and indicate when the certificates be sent out.

Michael Robertson will be running an Instructors Course for the MHGA in Winnipeg in May, 1992.

Willi Muller will be running an Instructors Course for the HGABC in Lumby in March, 1992.

Currently the known Senior Instructors are:

Newfoundland, Carroll Redden (no longer participating); Quebec (there are two); Ontario, Michael Robertson; Alberta, Willi Muller, Rick Miller; B.C., Terry Dyke (no longer teaching).

It was recommended that an Instructor card be issued to all certified instructors with an expiry date (3 years) after which it must be renewed by a attending a re-certification course

TANDEM RATINGS

A request was made from Ontario that the Instructors Committee re-affirm the requirements for acquiring tandem ratings. The Instructors Committee to publish a list of rated Tandem Instructors.

Stewart Midwinter mentioned that Canada had adopted USHGA Tandem 1 rating. Tandem 2 rating is not applicable as in Canada legally tandem flights can only be made for the purpose of instruction.

1992 CANADIAN NATIONALS

No formal bids had been received prior to the AGM.

The 1992 Nationals will therefore be a low cost/low budget meet at Golden, B.C.

July 18/25, 1992. Meet Directors will be Ron Bennett (Alta) and J. C. Hauchecorne (B.C.). Tasks will be Out & Return Flights and Race to Goal Flights.

1993 HGAC/AVLC Membership change.

At this years annual general meeting of the HGAC/ACVL, motions were passed that will change the structure of the HGAC/AVLC to that of a direct membership system. The present system that has members join their provincial association then have funds forwarded on to the National association will as of January 1st 1993 be discontinued.

To join your provincial association, members will send their applications directly to a national membership administrator who will in turn, provide the provincial association with a data base, and a returned payment to be used by the province. This new system will help reduce the number of volunteers found necessary to operate most provincial associations.

Most provinces could eliminate the need for a provincial membership (data and mail service could be handled on the national level, with localized service).

Provincial publications could be down-sized with contributions going directly to the National Newsletter (to benefit all pilots in Canada). Local information could be included directly to a specific region as part of the National Newsletter.

Provincial director travel costs related to the national AGM would be covered by the HGAC/AVLC, eliminating what has been an unfair

practice of "only the wealthy provinces may attend". With this new system the following objectives could be fulfilled by the HGAC/AVLC:

- A fair and equal service to all HGAC/ACVL members.
- A national membership card. (This card to include the name of the provincial association, and regional club).
- Insurance card.
- Ratings card (current and updated).
- National newsletter (produced nationally 4 times per year).
- Data base service for all members.(committee, local, provincial)
- Reduced work load for provincial volunteers.
- Paid directors expenses for AGM (normally covered by the province).

In order that this change can be made, the HGAC/AVLC is seeking bids for a individual who will act as a administrator that is willing to run the services shown above, on a per member annual fee. An advertisement outlining the requirements and qualification for the administrators position is posted elsewhere in this issue of the National Newsletter.

Costs for the new membership will range from \$55 to \$75 depending on the provincial charges and the cost of the paid administrator.

In order that the proposed changes can be in place for the 1993 season all Provincial Associations need to indicate by June 1st 1992 the amount of per member revenue required to operate their provincial association.

Any concerns or objections regarding this change should also be raised before the June 1st deadline. Contact:

Martin Henry HGAC/AVLC President. (604) 8854-5950

1990 AGM Minutes

The meeting took place on March 2-4, 1990 in Winnipeg, Manitoba at the Manitoba Sports Federation Building.

Participants were:

Stewart Midwinter (HGAC Pres); From BC - Martin Henry, J.C. Hauchecorne, Janet Moschard, Barry Bateman, Mia Schokker, Fred Wilson, and Francis St. Pierre (Paragliding Asso BC); From Alta - Ron Bennett; From Sask - Craig Lawrence, Carroll Pelletier; From Man - Blake Todd, Doug Beckingham, Barry Morwick, Richard Chubey; From Ont - Karl Dinzl; From Que - Maryse Perron, Richard Roussin (AVLQ); Daniel Ouellet, Sylvain Lapointe (ASQA); Nfld - Alan Faulkner.

Day 1;

Class D Airspace

The first item on the agenda was a Class D airspace proposal discussion with Mr. Dean Broadfoot of Transport Canada. To our disappointment Mr. Broadfoot was unable to attend, because of the recent budget restraints. Stewart reported that Mr. Broadfoot's department had accepted the proposed amendment to the Hang Gliding and Ultralight manual and that it was in the hands of the lawyers at this time. The amendment will allow pilots, that meet certain requirements to fly in Class D Air space.

The requirements for the class D access, will not be set by Transport Canada, but by the Hang Gliding association of Canada. For new pilots a level III exam will now be available (air-regulations). All level IV pilots will be required to complete the new air-regulations exam. Pilots with a current pilots license will be exempt from this exam.

Insurance Update

Tony Wooler of Johnson & Higgins Willis Faber Ltd. was scheduled for a presentation. He also was unable to attend the meeting. The Insurance Policy was renewed under the same terms and conditions as the previous year.

This year individual membership can be purchased for \$1,000.00 (\$32,50); \$2,000,000 (\$47.00); and \$3,000,000 (\$57.00). School insurance is also available for \$1,000,000 (\$150.00); \$2,000,000 (\$215.00); and \$3,000,000 (\$250.00).

Mr. Tony Wooler will be contacted to see if a Pro-Rata membership will be made available for new pilots purchasing insurance mid-term.

Radio Communications Proposal

With Mr. Rick Gensiorek and Mr. Brian Johnson (licensing)

Mr. Rick Gensiorek explained to us how the aeronautical band in Canada works.

After his informative talk it was obvious that there is not much room left on aeronautical wave band (1.08 - 1.37 Khz) but he has made two proposals that may help us achieve our own frequencies.

1. Establish a GAC band for soaring activities. This will have to go in conjunction with Transport Canada. This could be turned down very easy, a real need has to exist.
2. 1.234 Khz will only be available for sailplanes, ultralights and Hang Gliders. No access for flight training.

Specific Band allocations are available on provisional authority (for events such as competitions) A notice of - 3 weeks is recommended.

Licensing: Mr. Brian Johnson

All operators of aircraft radio's are required by law to be licensed. This will include the base-station operator. The exam is not very tough. Communications Canada is trying to get local organizations to do the examinations. District offices all over Canada are at the moment issuing licenses. A Radio aeronautical handbook is available at no charge. A question bank will be published shortly. Group training course are available when you contact Communications Canada.

Paragliding workshop

What is the status of the paraglider in the constitution of the Hang Gliding Association of Canada? The constitution promotes the foot launch flight and the FAI considers the paraglider a class III hang glider. This means that the paraglider does have a place in our constitution. In most provinces the paraglider pilots have joined the provincial association. The only exception is B.C., where a separate provincial association is being formed.

It was noted that Dennis Pagen (the author of many instructional Hang Gliding books) has now published an instructional book on Paragliding.

Day 2

After accepting the minutes of the 1989 AGM and the collection of all the Provincial Reports we continued with the committee reports:

Aero Club of Canada, Michael Robertson.

Michael reports that several meetings have been held in the last few months. He also reports that Mr. Andre Dumas is hosting and coordinating the invitation to have the 1992 CASI Meeting in Montreal, to coincide with Montreal's 350th anniversary celebrations.

Airspace (including Radio Communications), Vacant.

Stewart Midwinter had been acting on this position. No changes are to be reported.

Certification/Technical Stewart Midwinter.

No changes are to be reported.

Competition, Mike Cook.

Mike reports that we had an active competition schedule in 1989. We also saw the establishment of a points meet in the East: the Montreal Interclub Invitational. Last year competition points have been awarded and forwarded to the committee for approval before publishing. A proposal for a new scoring system has been worked out by a member of B.C. and will be discussed under new business.

Instruction, Michael Robertson.

Michael just reminded us that reports from all instructors in Canada are required. Requests have been mailed to the provinces. He would also like to have information on anyone teaching paragliding.

Insurance, Kevin Thompson.

In 1989 the province of Alberta has been added to our insurance plan. The province of Ontario had their own insurance plan, this will also be the case in 1990. Kevin urges the province to mail in the insurance dues as soon as possible, do not wait till the end of the year. Names of the pilots are also required. It was also noted that thanks to Kevin, all pilots were entered in the computer individually this year.

National Newsletter, Barry Bateman.

Articles are always needed urges Barry. The provinces could save some money, if the HGAC had the newsletter printed in bulk.

National Parks, Stewart Midwinter.

A new director is in charge of the National parks and the director is not in favor of flying in National Parks. The direct result is that the program is under review again.

Paragliding, Pierre Laplante.

The committee met several times during the year to establish a paragliding rating and instructors rating systems. A bank of questions have been proposed to serve as the basis for the exam.

Ratings, John French.

John prepared a report, but unfortunately it was in the back of the Blake Todd's truck that was stolen the previous night. A oral report was submitted by Alan Faulkner: The new air-regulations exams will be available shortly as will the new level IV exam.

Official bids for the championship have been received. The province of Manitoba has been thinking about a tow nationals. A trial tow-meet will be organized in June this year. This will serve as trial run for the Nationals. The tentative dates for the tow-Nationals will be June 22-July 1, 1991.

1990 budget: - no changes in the budget fee structure.

Student membership: Every pilot should be made aware that student membership is available in all provinces. This will help boost our membership numbers.

Ratings: Richard Roussin has developed a study guide for the new air regulations and level 4 exam. A copy will be mailed to every provincial association. It will be available to all pilots on request AT NO CHARGE.

Communications: The dialcom network turned out to be more expensive than expected. Mailing computer disks maybe a better way to send articles to the National Newsletter. The president will be monitor ing the situation.

Aero club. A new sporting code for hang gliding has been processed and new records are now available.

Newsletter. The newsletter will be mailed in bulk to all provinces to ensure regular distribution to their members. Direct circulation to members may not be to far in the future.

Life Insurance: Benoit Tremblay has put together a life insurance proposal. It will be mail to the provincial bodies at a later date.

Competition: Martin Henry with the help of other competition pilot put together a new meet level requirements and meet scoring system. After a brief introduction to the system and a question and answer period, the proposal was unanimously accepted. It was also accepted that all provinces in Canada follow the example of the province of B.C., where \$5.00 per pilot in a sanctioned competition is collected and donated to the world team. The August long weekend is now designated as a National Fly-In Weekend, to promote the sociability between pilots.

Safety: The USHGA safe pilot award is a newly developed program, which recognizes pilots that have a certain amount of flights without incidents. Fred will be working out the details on a similar program for the Canadian Association. Start counting your safe flights from January 1st, 1990.

ASQA: This year again the ASQA made an application to the HGAC, to be recognized as a second Quebec provincial Association. Our constitution and By-laws do not allow the HGAC to have two provincial associations from one province

Instruction: It is possible for a province to have more than one senior instructor, if the need is called for.

Ratings: Richard Roussin introduced the new level III exam (air-regulations only) and a new level IV exam. A question bank for study material will be available shortly from the provincial association.

Paragliding ratings. One license was proposed as a paragliding rating (In hang gliding we have 5) the paragliding committee has put together 100 questions which contain;

1. air regulations
2. meteorology
3. rules of the air
4. flying techniques
5. Paragliding materials

To obtain a interim paraglider rating the pilot has to have:

1. 30 flights from 3 different sites.
2. The written exam has to be passed with a 65% or better score
3. A flight test is required (as the practical portion)

When an active paragliding pilot applies, the flight test will be waived if he/she applies be fore September 30, 1990.

A \$5.00 examination fee will be charged. The results are to be mailed to John French. Pierre Laplante will extend an invitations to accept nomination of 2 paraglider pilots from each province to his committee.

In the evening we attended the banquet hosted by the Soaring Association of Canada. Stewart accepted the Paul Tissandier award on behalf of Cliff Kakish from Bob Carson (pres. Aeroclub). This is an international FAI award, presented to a person that has made an exceptional contribution to the flying community. HGAC, FAI and Aero Club of Canada Certificates of "Appreciation for Valuable Contributions" were awarded to; Richard Roussin (for developing the Air-regulation exams and a question bank), Martin Henry (for his fund raising efforts) and Barry Bateman (for keeping us all informed with the help of the National Newsletter).

With excitement we all listened to a presentation by Vera Dowling, a long time pilot and aerobatic instructor. During World War II and some time after, she worked as a test pilot for several manufacturers. She told us of some terrifying moments that she encountered in her early flying years. (late 1930 - 1948).

Day 3

Level V applications. Mark Tulloch and Martin Henry were awarded their level V rating. Due to a shortage of time 4 applications were postponed till a later date.

Venue of the next AGM. The AGM will take place at the same place and time as the AGM of the Aeroclub of Canada. The particulars will be announced at a later date.

Elections. As you may have been aware, Stewart Midwinter resigned as president. He has been the president for a number of years (5 I believe). He felt that it was time for a change and that he could not commit the time the position requires because of family and work commitments. He will also be out of the country for an extended period this year.

On behalf of the directors of the HGAC and the entire membership, we would like to thank Stewart for all the hard work he has done, to bring the association up to where it is today.

A directors meeting will take place one day before the Canadian National Championships in Quebec. The exact time and place will be available at a later date. On another note, the Quebec Money Meet that was going to be run by the ASQA has been canceled and both organizations (ASQA & AVLQ) will be working jointly on the Canadian Nationals.

The afternoon was left open for the directors to participate in different areas. Some had to leave early to catch flights and some had a long drive ahead of them. But for the people that had some time on their hands, the Aeroclub was holding their AGM and the Manitoba Hang Gliding Association were going to demonstrate the ATOL towing system.

Fred Wilson attended the Aero club AGM and will be reporting on the proceedings at a later date and a group of 10 people drove out over the Manitoba flats to see a demonstration of the ATOL towing system. A few brave soles, Doug Beckingham, Stewart Midwinter, and Martin Henry, were towed up into the cold skies (-8 C and sunny, wind chill factor of -28 C). Barry Morwick took Alan Faulkner, Janet Moschard and Maryse Perron tandem.

We would like to thank Barry Morwick and the MHGA for their time and patience to explain the towing system to us. The pilots not familiar with the system acquired some good first hand knowledge of how it works. If it was not for time running out, a few more people would have taken to the skies, regardless of the cold weather.

PRESIDENTS REPORT.

The 1988 Annual General Meeting of the HGAC is over by the time you read this, but as I write this, I can't tell you what happened! Here are some of the major things that will have been major topics for discussion:

Airspace:

We invited Dean Broadfoot, Chief of Air Navigation Policies and Standards at Transport Canada, to participate in a discussion of the HGAC's airspace proposal. We have proposed that properly qualified pilots be allowed to cross low-level air ways (Class D) while attempting to set cross-country records.

To qualify, pilots would have to have license equivalence (our Level IV rating exam, which includes an airspace regulations section), airworthiness equivalence (fly a glider meeting the US HGMA or German DHV standards) and VFR Instruments Order equivalence (carry altimeter, compass and airspeed indicator). We also suggested pilots would follow certain procedures, including calling the proper Flight Service Station on the day of the attempt and advise as to route and destination.

Hang gliders are excluded from controlled airspace, and perhaps rightly so. Because of our slow speed, lack of electrical power for encoding altimeters and the like, we have no business messing with the airspace near major airports, which means Class C and the even more restrictive Class B airspace. However, Class D low-level airways are a different story.

The air regulations state that Class D is controlled airspace because Air Traffic Control provides radar separation for IFR aircraft-transport & corporate aircraft mostly. But guess what? VFR aircraft (those that fly only in good weather, such as Cessnas) are NOT SUBJECT TO AIR TRAFFIC CONTROL. This means they are effectively uncontrolled, not even requiring a radio.

The major point is, if a private licensed pilot were to fly a Cessna in Class D, he'd be legal. But if the SAME pilot flew a hang glider, he'd be illegal. Just as safe for himself and others (due to slow speed, excellent visibility and ability to HEAR as well as see approaching aircraft), but not legal. The regulations discriminate against hang gliders just because we're different, not more dangerous to ourselves or anyone else, but just different. Sort of like a francophone in Alberta. And it's not fair.

We're hopeful to work out some arrangement, but the question Barry Bateman's questionnaire will hopefully have answered is: just how much regulation are you willing to accept to be able to enter Class D legally? This gets right at the heart of what the sport is all about. Many people fly hang gliders because they like the freedom and the (relative) freedom from rules: are we doing them a disservice by trying to obtain Class D access? Our approach will likely be to obtain access (with whatever restrictions are required) only for those that want it, leaving all other pilots unencumbered by regulations.

Other airspace news:

The HGAC has been asked to prepare a proposal for the cross-crediting of time logged in hang gliders. Under such a proposal, time logged in hang gliders would count toward other aircraft licences, and vice versa. If you like the idea of this, and would like to help prepare such a proposal, contact your president.

Terminal Control Areas:

Transport Canada has proposed that the TCAs around the country be standardized in size. These Class B and C structures, shaped like upside-down wedding cakes, are to have layers 20, 40, and 60 nautical miles wide. Inside the TCA, transponders that identify the aircraft and its altitude are required. This is helpful to improve safety, and we should have no problem with this request, except that the airspace under the outermost layer is also going to be controlled – which will possibly exclude us from fully utilizing some popular

flying sites: such as Cochrane, Alberta; Sanford tow site near Winnipeg; Champlain Look out near Ottawa; and others. At the AGM we'll determine the dimensions of the problem, and prepare a submission to Transport Canada.

Safety:

Last year, the HGAC negotiated an arrangement with the Canadian Aviation Safety Board, whereby it will investigate accidents that we feel seriously about. In return for their help, we we are return the favour and prepare an annual summary of all hang gliding accidents in Canada. All aircraft accidents must be reported, and hang gliders are also aircraft: we are subject to the rule. In the past, reporting has been lax, but now provincial associations are asked to prepare a one-liner on each accident involving injury or aircraft damage (yes, even a broken downtube from a beaked landing is a structural failure!) Some provinces are already preparing these reports, but we need all pilots' help to ensure our reports are accurate and complete. The alternative to giving your provincial association a one-liner on your mishap is to fill out reams of paperwork for the government. It's your choice!

Aero Club:

Vincene Muller has spent a lot of time compiling our records of national and international records, and submitting same to the Aero Club. She'll be trying to help more pilots get their Delta Bronze badge, Delta Silver badge (50-km X-C, 1000 meter altitude gain and 5 hours duration) or Delta Gold (200-km X-C flights in open distance and out-return). We'll be asking the Aero Club for more support in processing our record claims, issuing sporting licences, and communicating with the FAI office in Paris.

Insurance:

Our insurance broker (Johnson Higgins Willis Faber) will be at the meeting to tell us our underwriter (British Aviation Insurance Company) is renewing our policy at the same terms and conditions as last year. The price to members is; \$35/yr. for \$1 Million liability coverage; higher coverage is available for a slightly higher fee. This is a vastly lower fee than that paid by any other type of aircraft, reflecting the little danger to property caused by hang gliders. We had only two claims this past year (one pilot landed in an orchard and damaged 5 trees, while an other pilot landed in someone's back yard and broke some lawn furniture- try that in your basic Cessna!).

New Members:

We'll be reviewing an application by a club that wishes to join the HGAC: the Baden Hang Gliding Club at the Canadian Forces Base in West Germany; it would be our first overseas member. A second association from Quebec wishes to compete with the present government- recognized association; we have agreed to hear their application. It seems their members are greatly interested in obtaining our bargain insurance, which is only available to HGAC-member clubs.

Ratings:

We'll be looking at an improved air regulations exam, which draws heavily from Transport Canada's Hang Glider & Ultralight Information Manual. We also will review a proposed Level IV Exam Study guide, to help you prepare for the exam (which is reputed to be tough- even powered licenced pilots have failed it). Further down the road, the exam may be revised to make it easier to mark.

There are many other areas that will be covered at the AGM. You'll be able to read all about them in the next issue of the National Newsletter, which may have a name by then. Cheers!

Stewart Midwinter

1988 POST-AGM PRESIDENTS REPORT

Thanks to the provincial association directors who attended, the HGAC annual general meeting in Toronto on March 3-5 was a great success. Three days of long meetings, sometimes heated discussions, and much give and take led to a large number of important decisions being made.

The directors confirmed and expanded on the instructor certification standards, they adopted a better Air Regulations exam and allowed Level III pilots to write it, they encouraged a revision of the Level IV exam within the year to make it easier to study for, write, and mark. They established new towing and tandem instructor standards, and they adopted interim paragliding ratings. Level V applications from Harvey Blackmore, Maryse Perron and Michael Robertson were reviewed and accepted. Bids for the 1989 and 1990 Canadian championships were accepted. The principle of the HGAC being a federation of equal provincial sport-governing associations was reconfirmed. New committee heads were appointed for Competitions, Safety, Towing, X-C Records.

On Friday, during the all-day Instruction Standards workshop, we were paid a visit by Dean Broadfoot, Chief of Air Navigation Policies & Standards. Mr. Broadfoot provided a brief talk on airspace structures, then a history of hang-gliding regulation in Canada. He listened as the provincial association presidents explained the airspace problems in their respective provinces. And he entertained possible solutions to the problem of pilots wanting to cross low-level airways on x-c flights. Barry Bateman said that initial returns from the national pilots questionnaire showed that our pilots were willing to meet any requirement of Transport Canada in order to gain airspace access. Further dialogue will proceed in the weeks to come.

Stewart Midwinter
HGAC President

BILAN DU PRESIDENT SUR L'ASSBLEE DE L'AVLQ 1988

A l'assemblee gen er ale de l'ACVL, qui a eu lieu a Toronto le 3-5 Mars, on a discute des sujets d'importance nationale pendant trois longues journees. Un des sujets les plus importants traita du structure de l'association nationale, laquelle est vraiment une federation des associations provinciales. Chacune de ces associations porte une voix egale au sein de la fed era tion nationale. Et l'on a decide de con firmer cet structure egalitaire et de mocra tique en niant la demande d'un club que be cois de devenir une deuxieme membre provinciale de Quebec au sein de la fed era tion na tion ale.

Il parait que l'association provinciale ac tu elle au Quebec, l'AVLQ, est aussi con struit d'une facon de mocra tique et que chaque pilote quebecois a la possibilite d'en devenir membre. Si cette association ne repondrait pas aux besoins de la plupart de ses membres, ces memes membres pourraient assister a l'assemblee generale de l'AVLQ et remplacer l'executif par un autre groupe qui leur conviendrait de plus. C'est quelque chose qui c'est deja passe dans beaucoup des autres associations provin cia les, dont l'Albertaine et la Colom bi enne.

Autre chose interessante que l'on a en tendu de temps en temps, surtout en Al berta mais aussi au Quebec, c'est que l'association ne fait rien pour moi; elle laisse tomber des dossiers importants. Au fait, ca veut dire que l'on pense que les di recteurs ne font pas assez de travail. Mais ceci est faux. Les directeurs ne sont pas elus pour faire du travail, ils sont elus pour représenter les pilotes et prendre de de ci sions entre les assemblees generales. S'il y a quelque chose que l'on veut faire, les directeurs essaient de trouver un benev ole pour achever ce but. S'ils ne peuvent trouver personne, ca veut dire que ce n'etait pas important de finir cet travail. Une association, c'est nous les pilotes, ce n'est pas eux les di recteurs.

Il y tant de pilotes au Quebec que l'AVLQ pourrait bien etre l'association la plus importante (dans les deux sens du mot) dans

l'association canadienne, et pourrait même le gérer un jour, ainsi de plaçant la siège nationale vers l'est du pays. Pour y arriver, il faudra que tous et toutes les pilotes Québécoises travaillent ensemble pour achever leurs objectifs qui sont, d'après tout, presque les mêmes dans tous les coins de la province.

Dans d'autres décisions prises à l'A-G, l'ACVL a confirmé les standards d'enseignement. Les standards Québécois sont déjà au niveau exigé par le nouveau standard, donc les moniteurs et instructeurs sont déjà à jour.

L'ACVL avait invité M. Dean Broadfoot, Chef des Standards et Politiques des Voies Aériennes, à discuter avec nous autres nos problèmes dans le domaine des vols de cross qui traversent les voies aériennes. On lui a dit très clairement que l'on n'est pas content de la situation actuelle, surtout au Québec (grâce à l'aide de Richard Roussain) mais aussi dans les autres provinces. Après plus d'une heure et demi de discussions, on a fini avec une entente. M. Broadfoot nous a promis de discuter nos desirs avec ses homologues provinciales la semaine suivante, et puis nous proposer une solution. On devrait noter en passant que M. Broadfoot a venu à l'A-G avec une solution, mais on l'a rejeté car c'était insuffisante d'après la plupart des membres: il a offert de reclassifier les voies aériennes de 'D' en 'F' chaque jour ou l'on voudrait faire des tentatifs de vols records, mais les membres veulent absolument avoir l'accès au 'D', et sont prêts à faire tout ce qu'il faut pour l'avoir: licence, enregistrement des ailes, ou n'importe quoi d'autre.

Des aujourd'hui, on pourra passer l'examen sur la réglementation aérienne au Niveau 3. Cette section de l'examen du niveau 4 a été améliorée par Richard Roussain de façon qu'elle est maintenant plus facile à corriger. C'est aussi plus facile d'étudier pour cette section grâce au fait que toutes les questions sont tirées du Manuel pour Delta planes et Ultra-legers de Transport Canada. Richard a aussi offert à créer un guide d'études pour l'examen du niveau 4 et de créer une

banque de centaines de questions de lesquelles seraient tirées les 50 ou 100 qui formeraient le nouveau examen du niveau 4, d'ici une année.

Dans le domaine des compétitions, on a sélectionné la demande du Rocky Mountain Hang Gliding League de Calgary d'avoir le championnat de 1989 au Cornwall Hills, près de Cache Creek au C-B (le même site où a eu lieu le championnat nat de 1987). Cette demande a été appuyée par les associations de C-B et d'Alberta. Pour l'année 1990, on a approuvé la demande du club Yamaska. Les raisons les plus importantes furent l'expérience de l'organisateur du championnat (Robert Boileau), l'appui de l'AVLQ (l'autre demande ne fut pas passée par l'AVLQ), et le fait que M. Boileau avait descendu à Toronto pour présenter sa candidature. On espère que les deux clubs installés au site pourront travailler ensemble pour donner aux autres pilotes Canadiens le fameux bienvenu Québécois.

Les directeurs ont aussi établi des standards sur le vol tracté et le vol biplace. Ils et elles ont aussi établi un brevet de parapente temporaire, en créant un comité de parapente pour étudier cette question avant la prochaine A-G. Au sujet des niveaux de deltaplane, on a approuvé des demandes pour le niveau V de la part de Maryse Perron de Montréal, Michael Robertson de Toronto et Harvey Blackmore de Vancouver.

On a trouvé des nouveaux chefs pour les comités sécurité, compétition, tracté, et les records de cross. Et dernièrement l'on a encore confirmé que l'ACVL c'est une association bilingue, dans les limites financières, et qu'avec l'aide des bénévoles le Bulletin de Nouvelles pourrait bien être plus bilingue. Excusez ma pauvre connaissance de français!

Stewart Midwinter
Président AVLQ