

**MINUTES OF 2001 HPAC AGM,  
OTTAWA, JAN 20-21/2001**

**Attendees:**

<b>Marc Laferriere</b>	<b>QC</b>
<b>Norman Michaud</b>	<b>QC</b>
<b>Peter Bowle-Evans</b>	<b>BC</b>
<b>Cas Wolan</b>	<b>Sask</b>
<b>Phil O'Connor</b>	<b>Ont</b>
<b>Phil D'Eon</b>	<b>Ont</b>
<b>Gerry Lacroix</b>	<b>Man.</b>
<b>Judith Newman</b>	<b>Atlantic Canada</b>
<b>Phil Siscoe</b>	<b>Ab</b>
<b>Martin Polach</b>	<b>Ab</b>
Jacinthe Dupuis	QC
Gilles Boulianne	QC
Maryse Perron	QC
Sylvie Chaillou	QC
Kevin Thomson	Ont
Andre Nadeau	Ont
Jim Scoles	Ont
Geoff Languedoe	(CASI)

**Opening remarks**

Kevin, Andre

Membership is down; PG outnumbers HG, HG in gradual decline

Badge activity is minimal

Mia Schoker applied for 4 records

Transport Canada (TC) amendments: change in map symbol of flying sites to be more recognizable in 2001 (courtesy Michael Robertson). Soon HG/PG to be viewed as separate from ultra lights by TC.

Andre Nadeau: discussed changing specific airspace usage requirements. He also offered to amend the HAGAR Exam and study guided to reflect changes to CAR's

Discussions regarding insurance coverage vies a VI powered harness.

Note: our current insurance does not cover motorized flying. We would need to investigate possibility of obtaining extended coverage.

Treasurer's report (please see Air) comments regarding low earnings on savings.

JC where are you when we need you?

## **Main Focus**

- Kevin indicates that Andre has spent over 200 hours thoroughly reviewing the Assoc.
- Provincial Assoc. are dying, other than Quebec they give little value to the average pilot
- Atlantic has no clubs, only assoc.
- Ontario has localized clubs
- Alberta questions the need to retain the Prov. Assoc.

Andre: extensive review (available on Web site) identifies our weakness and faults in our organization. They run from ill-defined goals, random paperwork, undefined organization, poor/no budgeting, unfulfilled government's requirements etc.

General agreement that there was need for a change to a Responsive, Simple, Flexible, Effective, Efficient, Achievable, reorganization and a speedy transition.

## **Consensus that more documentation should be translated to French.**

A strong "Executive director would burden the bulk of the "work", do the job, make things happen.

## **We discussed what we should be working towards:**

- a smaller BOD (less cumbersome)
- all BoD members should be funded to attend the AGM
- Books required to be audited.
- must be accountable to the members
- BoD make policy, approve budget, appoint Executive, appoint auditor

## **After a very long discussion lasting both days we came up with the following new structure to work towards:**

- our association will become an association of member pilots and no longer one of provincial associations
- we will reduce the voting BoD from 2 down to 1 BoD member per region
- for now the regions will be the provincial associations as exist today
- provincial associations may now redefine themselves.
- the executive of the BoD will be appointed by the BoD from within the board for a minimum two year term
- the executive will consist of a President, Vice-President and a Secretary/Treasurer

- the new position of Executive Director will be created
  - executive director will be empowered by the BoD to act upon the policy and direction set by the board and to direct the day to day activities of the association
  - the ED will be responsible for administration and may or may not contract the work out
  - the BoD will appoint the Executive Director (ED)
  - the ED will report to the Executive for direction as needed so as to minimize the delays caused by communicating with the larger group of BoD members. That will be the responsibility of the Exec.
  - the BoD will set a budget for the ED to work within to deliver the work defined for him/her by the BoD
  - the BoD may or may select the committees needed to deal with projects or assign the task to the ED.
  - the ED will be responsible for the committees once created
  - a safety committee needs to exist as a standing committee.
  - Most of the rest will be only needed for the duration of the project assigned
- status reports will need to go to the BoD as well as the ED however no fast response to issues from the BoD would be expected in areas where the ED is empowered to deal with those items.
- The details of these roles must be further refined by the transition team.
- The definition of new organization will be documented by Andre and Kevin and delivered to the Exec for finalization prior to presenting to the BoD for ratification. Once approved a transition team will be created to implement the new organization.
- It should be noted that there was one particular area of concern was Andre's view that we need to be more business like and that the member's are like clients. Quebec (Sylvie) was particularly concerned that this attitude was contradictory to the spirit of an "Assoc." and would turn members away from "volunteering". We will all need to be sensitive to this.

## **VOTED ITEMS:**

### **Level V application (posthumously) for Philippe Thibodeau**

Presented by Norman Michaud **Unanimous approval**

Niveau Maître pour Philippe Thibodeau à titre posthume 1965-2000

Philippe a dédié sa vie au vol libre. Depuis l'adolescence, il développait ses talents de pilote. Très tôt, il a décidé de partager sa passion du vol. Il a fondé une école, a développé de nouvelles techniques d'enseignement, et surtout, a persévéré malgré de nombreux obstacles. Il a réussi au Québec là où la plupart ont échoué. C'est son amour inconditionnel du vol libre et sa vocation de le faire partager à d'autres qui lui ont permis de continuer pendant 18 années.

Philippe a grandement contribué à l'essor du vol libre au Québec. Il a formé la majorité des pilotes du Québec. En tandem, il a initié des milliers de personnes au sport. Il a toujours été un fervent promoteur de la sécurité auprès de ses élèves, et a formé des pilotes compétents et responsables.

Il a représenté la communauté du vol libre dans de nombreux événements.

Il a fait connaître notre sport autant au Québec qu'à l'étranger grâce à sa participation aux pageants aériens de Saint-Hubert, aux salons de toutes sortes, à la mise au point de simulateurs de vols au Stade Olympique, et à de nombreux reportages télévisés.

Philippe était un individu discipliné, il pratiquait le karaté. Chaque matin, il s'astreignait à un entraînement rigoureux. Il préconisait qu'il fallait être en bonne forme physique pour bien maîtriser son deltaplane, son parapente ou son ULM. La sécurité de ses passagers en dépendait. Un bon exemple à suivre pour tous les pilotes.

Voici ci-dessous quelques réalisations de Philippe au meilleur de notre mémoire car il n'est plus là pour nous aider. À 34 ans, il ne pensait pas à écrire son histoire et ses réalisations.

#### **Qualifications**

- a) Licence de pilote d'avion privé (jour et nuit)
- b) Pilote professionnel et instructeur d'ultra-léger
- c) Pilote avancé, instructeur senior et biplaceur senior de deltaplane
- d) Pilote avancé, instructeur senior et biplaceur senior de parapente

## Diverses réalisations

a) Fondateur et directeur de la plus grande et plus ancienne école au Québec encore en opération. Formation d'instructeurs, cours théoriques avancés, formation et accréditation des élèves, atelier de réparation, gestion de sites d'envol.

b) Formation de centaines de pilotes de deltaplane et de parapente actuellement membres de Clubs de vol libre au Québec, en Ontario, au Mexique et en Europe.

c) Plusieurs tournages télévisés, entrevues, articles, tels que:

Oxygène (Radio-Québec), Cap aventure, Sur la piste (Radio-Canada), La vie à Montréal (Télé métropole), articles dans la presse, Journal de Montréal etc.

d) 1999: Développement de techniques pour le vol biplace remorqué par bateau.

e) 1995: Enseignement des techniques du treuil fixe à friction (nouveau design) à St-Martin, dans les Antilles françaises, à une entreprise enseignant et faisant du biplace touristique.

Formation d'opérateurs et de pilotes.

f) 1995: Invitation par le Sultan d'Oman à effectuer des spectacles et des vols de démonstration, entrevue télévisée et conférence de presse dans le but d'ouvrir éventuellement une école pour former des pilotes omanais et arabes.

g) 1994-1995: Super Salon Sports et plein air au Stade Olympique de Montréal. Installation et opération d'un simulateur de vol de deltaplane sur câble. Survolant l'aire d'exposition, plus de 1600 personnes ont pu faire un vol d'essai simulé. Très grande visibilité médiatique pour le sport. Plusieurs entrevues avec des personnalités de la télévision.

h) 1994: Parution d'un article élogieux sur Philippe, l'école et le système de treuil dans la revue américaine Hang Gliding publié par l'USHGA.

i) 1993-1995: Guide de vol au Mexique pour pilotes expérimentés

j) 1993: Développement d'une motorisation auxiliaire pour le deltaplane

et début de l'utilisation de l'ultra léger pour l'enseignement du vol libre.

k) 1991 ? 1993: Biplaces deltaplane au Mont St-Pierre lors du ««Festival du vol libre »».

l) 1993: Enseignement spécialisé en Europe, région d'Albertville.

m) 1993: Enseignement des techniques du treuil hydrostatique et du programme d'enseignement au treuil de Philippe à l'école «« High Perspective »» de Michael Robertson à Toronto.

- n) 1992: Mise au point d'un simulateur de vol sur plate-forme roulante comme outil d'apprentissage.
- o) 1991 ? 92: Design d'un treuil hydrostatique fixe et développement des méthodes d'enseignement au treuil fixe.
- p) 1990-92: Démonstrations de deltaplane aux pageants aérien de St-Hubert devant plus de 150 000 spectateurs.
- q) 1989: Implantation du premier système de treuil Atol au Québec
- r) 1989: Développement des méthodes biplace au treuil.
- s) 1988: Rédaction du manuel du pilote de vol libre pour l'AVLQ . Un manuel complet pour la formation des pilotes.
- t) 1988: Comité d'enseignement de l'AVLQ

Peu de personnes ont eu un impact aussi grand sur le vol libre au Québec.

Philippe a grandement contribué au développement de notre sport. Il a dédié tout son temps, son énergie et ses compétences à faire avancer et respecter notre sport. Il a toujours communiqué sa passion avec grand enthousiasme et, et n'a jamais dévié du principe qu'il devait former des pilotes responsables, compétents et sécuritaires qui seraient eux aussi des ambassadeurs du vol libre.

Plusieurs de ses élèves ont malheureusement quitté le sport , mais ils gardent d'excellents souvenirs de leur expérience avec Philippe. Ils communiquent aujourd'hui des images positives de notre discipline, et contribuent à la faire connaître de la bonne façon au grand public afin d'effacer les images négatives du passé.

Philippe a aimé le vol libre plus que tout. Il lui a donné sa vie. Rendons-lui un dernier hommage en le remerciant pour sa contribution à notre discipline favorite. En espérant que d'autres suivront son exemple et que notre sport continuera de s'envoler toujours plus haut vers de beaux horizons.

NB: Enough of this was explained in English for those non-French speaking persons among us to understand!  
Unanimous approval

### **Air Magazine**

High quality of latest issue was noted.

Request that Editor compensation was to rise to \$500 per issue plus 25% of advertising

Unanimous approval

Additional \$1,000 was requested in Air budget for next two issues to see what impact it will have.

Unanimous approval

**On line magazine** was discussed but we had no firm commitment at this time as there was a feeling we did not have enough articles to support two magazines.

### **Translation matters**

Phil Siscoe to investigate what Federal grants may be available to help with the costs of translating our documents and articles for AIR. Gerry Lacroix to work with Tony to translate an article for Survol.

### **National Competitions for 2001**

PG: Randy Parkin to run Aug 3-6 Mt 7

HG: no official proposals, indicated that bids will be solicited by provincial BoD members, to be submitted to (comp Director/President)

### **Web site**

It is disjointed, multiple, confusing. We decided to initiate a new site from scratch. Charles Warren has offered to take it over. Judith Newman volunteered to work with Charles on design. Implementation to coincide with New Organization. All documentation, PRD's etc to be posted in both languages. Transition team to co-ordinate /decide.

### **School Insurance**

Insurance is for instructor's not schools. School insurance is redundant. Only instructor's needed to be insured. It was decided to stop charging school specific fees. Kevin to ask Greg to word Notification

### **Instructors' Fees**

New BOD to determine instructors' charges.

### **Committee reports**

Accepted as tabled.

Cost of site insurance certificates

This was on the agenda but not addressed at the AGM.. Details are on the Business site. If we are going to tackle this one for the coming season, then we do so ASAP because people will probably start sending their fees for the certificates in Feb-Mar.

### **New Executive Nominated & Accepted:**

Peter Bowle-Evans - Golden, B.C. - President  
Phil Siscoe - Calgary, AB - Vice-President  
Martin Polach - Cochrane AB - Sec.Treasurer

Peter Bowle-Evans  
President HPAC/ACVL  
07 Feb 2001

## **HPAC/ACVL AGM Minutes - February 26, 27 2000 - Calgary**

### **Participants**

British Columbia: Peter Bowle-Evans, Mark Dowsett  
Alberta: Lucille de Beaudrap, Doug Skye  
Saskatchewan: Bob Yarnton, Cas Wolan  
Manitoba: Steve Pederson, Gerry Lacroix  
Ontario: Phil O'Conner (Andre Nadeau absent)  
Quebec: Normand Michaud (Francois Theriault absent)  
Atlantic Canada: Michael Fuller (Judith Newman absent)

### **Nominations**

Treasurer: Martin Pollach and Board to look for qualified replacement  
Vice President: Kevin Thomson  
President: Andre Nadeau  
Public Relations: Bruce Busby  
- Subcommittee members. Michael Fuller, Normand Michaud  
Ratings: Gerry Lacroix  
- Sub Committee: Charles Warren  
Accident Review and Safety: Ian MacArthur

### **Vote on Offers to Host National Competitions.**

Motion: Offer from Randy S. Parkin to host PG Nationals: - Unanimous

Motion: To hold two National Competitions Nationally to cater to demographics (East / West Tow / Foot launch)

11 for 3 against. Passed

P. Ian MacArthur to host HG Tow Nationals: July 1 -18 Eastend Sask.

Brett Hazlett HG Foot Launch Nationals May 20 - 28 Lumby BC

This created a conundrum for our new Competition director. How to figure out our National Champion? There is potential for complications due to the way points are currently calculated. In the long term Bernard suggested the system he would prefer would enable a three meet system: I.e. an Eastern, Midwestern and Western Nationals. This way the National champion could be picked from two of three meets.

An interim solution for the Board to discuss during On-Line would be to look into declaring a Tow Nationals Champion and a Foot Launch National Champion for this year. Then change the points calculations for the Lew Neilson National Points Champion Award to make it based on Canadian meets only. (That is, remove the current allowance for points from 2 foreign meets.)

This had support from Chris Muller who felt the points earned in Worlds' and other high point International meets meant that it was unlikely for a Canadian pilot to sweep meets in Canada and still be able to win the Lew Neilson Award.

Motion: The review, updating, cleanup and publishing of our Policies and Procedures Manual and to place them online.

The HPAC Policy Manual is in two parts. The Forms sections carry most HPAC Policy relevant to the membership, while the Policy Section concentrates on Committee job descriptions, duties and responsibilities. Policies which do not belong on Forms are also included in this section. - Passed

The XC Records, Ratings, Competition, Instruction policies were notably out of date. These sections were repealed. The committee chairpersons are now responsible to work with the Board to develop new job descriptions in these areas. Most already have something ready for review on-line.

Motion: **Towing.** "Towing Aloft" by Dennis Pagan and Bill Bryden was adopted as the Official HPAC Towing Manual during the On-Line AGM. This manual is targeted at Instructors, Tow Operators and pilots who are heavily into towing.

The Calgary AGM moved to adopt in principal the HGFA Towing Procedures Manual and Study Guide. This manual is targeted at Students, includes a Study Guide, Exam and practical check list..

- The MHPA will oversee a representative committee who will incorporate Platform Tow Launch procedures into the manual and exam. The Towing Committee will be repealed at the conclusion of this business.

Both manuals include CIVL standardized Towing Signals.

Motion: - Restructuring the Voting Power of member associations

A 1998 motion instituting representation based on population was passed but implementation was held in reserve. The Calgary AGM voted to rescind this motion. 5 for, 9 against, leaving the present HPAC structure untouched. There is still enough dissatisfaction with the current structure in certain areas (especially the west) to make it worth while to continue looking for a better solution.

Motion: That it will be mandatory to sign the HPAC Waiver beginning July 2000 as pilots renew their membership. - passed

- The Administrator will be directed to put Waiver on same page as HPAC membership application form on Web, and to print the Waiver on back of our paper application form.

- The Insurance Chair will write a letter to the AIR and Sur Vol outlining the reason this has become necessary. This needs to take place before signing becomes mandatory in July.

Motion: To accept Andre Nadeau's unsolicited offer to develop and maintain the HPAC Business Plan within a 3 Month Time frame for a fee of \$1000. - Unanimous

Motion: Provide better support (or Safety Net) for Orphaned student pilots. - Passed.

- Fred Wilson is to approach BHPA and other national associations to look at current Mentor Programs.

- Nationally, Schools, twice a year to send student names and address list of those who have completed courses to the Administration. Administrator to forward names of new members to Provincial associations for follow up. This will help those provinces (e.g. Saskatchewan) who want to do better follow up with people in their province who have recently taken training.

Motion: Purchase up to half of a web server from Pamela Andrews (OHPA past president) for the HPAC Web Sites to a \$1000.00 cap. Unanimous.

Explanation: The HPAC has increased its web presence considerably as a cost effective method to provide support and services to the membership. These Web sites are now taking up considerable disk space. It was felt that moving them all to one central secure location was important. Thus if Pamela moves to another service provider, it will be a matter of unplugging our server and plugging in at the new location. This is a commitment to Long term continuity in this area on both our parts.

Motion: To accept requests to subsidize instructor certification courses in regions where it is too difficult to reach senior instructors. The Board will assess individual applications. - Unanimous.

Note: This will have the added bonus of developing a system where Senior Instructors will be able to review training facilities, policies and procedures with new instructors in remote areas. Each request will be reviewed by the board.

Motion: Master Rating Nomination for Richard Roussin forwarded by Bruno Allard from the AQVL. Lucille recommends we accept. - Unanimous.

- Richard has a long history of service with the HPAC including translation of HPAC ratings exams, and forms and was responsible for developing the HAGAR Exam with Transport Canada.

Motion: Accept Senior Instructor recommendations from Chris Muller - Unanimous

Rene Marion (plus Tandem II )

Barry Morwich [tandem 11 requirements previously completed]

Jim Reich Paragliding & Tandem 11 [requirements completed]

Discussions that day noted that most PG instructors are doing Tandems only, which is not the intention of the Instruction system. In addition, the terms and conditions in CARs which permit Tandem flights are that it is to be used for Instruction Purposes Only. There was concern about the direction of some Tandem Operations. Discussions over both days included the need to develop an Instructor's Code of Ethics.

Discussion: - Administrator/Administration Review

The Board felt the Administrator was doing a good job in terms of most functions required, but there were some concerns in a few areas of the job description (i.e. not specific enough in some areas and not open enough in others).

Martin Pollach reported he would like to see much more financial accountability and detail from the administrator.

- Martin needs to provide a detailed example and instructions on what he is after. It has been difficult for Martin to get the detail he is after to date.

- There have been difficulties getting Named Insured Documents mailed out in a timely basis. Since these are often needed on short notice during negotiations with landowners this is one area which needs to be addressed.

- The administrator program appears to be providing an incomplete Mailing list at times. Several directors only got one or two AIR magazines this year. It appears many people after a certain point in the alphabet did not get some issues. There should be a check system in place to ensure this does not recur.

- Discussions began on allowing some Flexibility in the Position. The administrator is in a unique position to determine the needs of the association, and should be authorized to address them as need be.

- The board brought up discussions on providing Microsoft Access Training for the Administrator.

- Discussions also revolved around making the database more accessible to provincial updating. The database is presently posted and sorted by name for each province. This was designed to be convenient for meet organizers. However it was felt that for this purpose it would be more convenient to download the complete database in one document. It was felt that the database posted on line would provide a better service to the membership if the provincial listings were posted sorted by City, then by name. (This is already included in the Administrators job duties.)

In future, we decided that the Administrator is to attend all AGM's and participate in the On line meetings and to take on more duties related to organizing the AGM

Finally, at some point in the future, the HPAC may merge administration functions with the new Association of Unpowered Air Sports as a cost saving measure. The Administrator should be prepared to mentor a replacement.

**Motion: Better Ground Rules and participation needed for Online Meetings**

- Set deadlines for end of discussion and voting.
- voting can not begin until discussion officially complete
- There must be a commitment from Executive members to participate
- Email reminder when new discussions begin or voting should begin
- moderator must keep things on topic
- Look at CIVL Safety and Membership trends discussion board program?
- Possible to set this up on Pamela's Server?
- Stay on Task

Motion: - Board of Inquiry In Principle - Unanimous

- We will use the British association's format as a starting place
- British document will be posted on-line for us to collectively work into a Canadian policy and document
- in future we will work towards assigning people to the role
- suggestion that we create an official identification card for these people so that they can have better success when approaching local authorities for access to details of an incident.

Very few fatalities or serious accidents have been properly investigated to date.

Motion: Should we help create an association of unpowered Canadian air sports including SAC, HPAC, Ballooning and Parachuting? - Unanimous.

- This opens up a process to conduct talks with the other unpowered air sport associations in Canada to create an association with a larger member base.

- This could then result in Federal Funding and a reduced AERO Club costs, it could open up avenues to Sport Canada Funding and it could result in simplified or centralized Administration and services.

- Formulating a Constitution which will protect the self interest of the associations will take first priority, along with ensuring that any future governmental funding for the HPAC is not jeopardized by such an association.

Motion: Read and endorse the new HPAC Competition Rule Book - Unanimous.

Thanks go to Kevin Caldwell. This manual will be posted on-line.

**Notes:**

1. The HPAC Competition Rule Book permits the use of GPS in Canadian Competitions.
2. Meet organizers must understand the need for early notification for National events.
3. The Rule Book and HPAC Policy fail to address the requirement under Canadian Aviation Regulations for Event Organizers to apply for a "Special Aviation Event Order" (or an Exemption to it when, as is normally the case, spectators are not invited.) The "Special Aviation Event Order" ensures Transport Canada is provided with the name of the Meet organizers, safety personnel, procedures, location and dates. This is a check system which will help ensure that minimum safety standards are met.
4. HAGAR is presently required at all meets. The board will discuss on-line rewording this, as there is no need for the HAGAR
  - a) if an event is held inside the confines of a CYA or
  - b) if the event is held completely inside Class "G" airspace (and does not cross any air routes or victor airways.
  - c) or if Transport Canada issues an exemption (example: for foreign pilots competing here.)

**Review: Treasures Report**

\$68,000 cost per year to run the association

Only 3 of 4 scheduled AIRs were mailed out last year, this saved us \$3000, Actual 1999 surplus was \$1,800. Since interest on our account was \$1,800 we actually broke even on membership revenues.

The HPAC account is a buffer for increased AERO Club costs, future insurance premium increases and for possible legal costs. However it is now at the point where we can safely look at establishing a Trust Fund with a portion of the money, the interest of which to reinvest into the sport.

It is proposed that the Board discuss on-line how much money should be invested, and the purposes to which the accumulated interest could be expended. (Noting that Foundations / Trusts are limited in how they can invest money.)

The HPAC will take steps to ensure that a Second Signature is required on all cheques. We will ask Martin to find out if today's electronic technology creates an opportunity to make a second authorization more convenient.

Motion: Public Relations Committee to increase Visibility through merchandising and other avenues.

- Discussions at this point turned to ideas such as Fund raising, marketing Crests, an HPAC Calendar (thought to be too expensive)
- The Public Relations Committee is to focus on increased visibility of the HPAC to the membership, and of the sport to the public.
- Of primary concern for now was the retention of members and re-attracting previous members

Discussion included:

- The on-Line Board meeting will discuss developing an HPAC promotional Kit. We will begin documenting a document from all Exec and interested parties as to why the HPAC is of such importance to HG and PG in Canada. It is felt that too many pilots do not understand why the HPAC needs exist.
- encouraging Pilots to attend Air shows with static / towing displays. It was noted that Long weekends are a major source of revenue for instructors, so the HPAC encourages clubs and pilots to perform this role.
- more contributions to AIR from Canadian pilots need to be acquired and a more regular publishing schedule needs to be ensured

Motion: Public Relations job description to include liaison with Air Editor. - Unanimous

Motion: The AQVL bid to host the February 2002 AGM in Montreal Quebec.

A Firm date will be set during the Feb 2001 On-Line AGM. (Late February is set as the HPAC AGM date as this is when our insurance comes due.)

Motion: Budget of not more than \$1000.00 for the creation of an award for the Paragliding National Points Champion.

This has been named the Willie Muller Award. - Unanimous.

- Artists are asked to send draft proposals to Bernard Winkelman by Sunday, April 16, 2000 deadline. Bernard will choose the best submission.

Motion: The HPAC to pay the deductible on claims made by landowner against the insurance policy. - Unanimous.

Discussion revolved around the responsibility of the pilot to pay their deductible, but this topic was bypassed as other business was pressing. The board will discuss on-line defining the circumstances by which the HPAC would ensure the landowners deductible was paid.

Motion: To create a category of recognition for exceptional contributions to the Sport of Hang Gliding and Paragliding on a national basis. An HPAC "Hall of Fame" - Unanimous. This to be under the responsibility of Public Relations Committee

Motion: Use merchandising to increase the visibility of HPAC - Unanimous. This will also be under the responsibility of Public Relations Committee. Discussion on what we could do will take place on-line.

**Motion: Reaffirm our Charitable / non-profit status.**

Meet the requirements of that original agreement. Alex Landels to assist, to contact Martin Henry and Martin Pollach. (Subsequent to the meeting Alex confirmed that the HPAC does have a Charitable / non-profit status). The exec now needs to get our papers and reports in order to reactivate this status.

Motion: Cliff Kakish Award: for 1999 went to Kevin Caldwell in recognition for many years of dedicated work on the HPAC Competition Rule Book. - Unanimous. We get to sing our praises for one of our unsung heroes.

- Fred will produce a write-up for AIR

The Lew Neilson Award went to Chris Muller as the 1999 Canadian Hang Gliding Points Champion

The Willie Muller Award went to Bernard Winkelman as the 1999 Canadian Paragliding Points Champion

**Motions which failed to pass.**

- Motion: Replace the HPAC rating system with the international IPPI system - defeated

IPPI is useful when competing internationally and is mandatory in some countries. We will make it more clear to members that anyone can get an IPPI card from our admin office denoting their international rating

- Motion: to require GPS verification (with Camera backup still required) for competition sanction status was Defeated. 10 against 4 abstained. It should be noted that on the same day, CIVL voted to allow GPS in International Competitions.

- Motion: To host the 2001 CIVL Meeting in Calgary was defeated due to insufficient information regarding costs

- Motion: HPAC Bylaw changes re official HQ of the HPAC. A decision was not needed as our treasurer resides in Calgary.

*Minutes taken by: Fred Wilson and Kevin Thomson*

**Restructuring the Voting Power of member associations**

This was proposed and voted upon 2 years ago however the feeling was that this need to be discussed again face to face. Lets just re-review what was agreed to and confirm it is what should be done.

**The Proposal:**

Retain our provincial structure such that the HPAC stays an Association of Provinces, and:

Adjust the voting structure to give more voting power to prominent provincial associations and reduce it for the very small ones.

each province gets one voting BOD member for every 100 HPAC members in that province

A province with less than 100 would get one vote

A province with more than 100 but less than 200 would get 2 votes

A province with more than 200 but less than 300 would get 3 votes etc, etc, etc each province can decide within themselves how they will divide up that voting power in times of traditional face-to-face

AGM allow only one vote per participant and no proxy invite the Yukon to be recognized as a new "Provincial" Association of the

HPAC provided they can prove they have organized themselves in a way and are prepared for the associated responsibilities (i.e. have

established a bank

account, a set of directors and possibly incorporated)

Create votes for committee chairpersons. only for matters relating to their particular responsibility this allows them to represent (with a vote) the views of their committee members (the experts on the subject) allow them to bring motions to the BOD for matters relating to their particular responsibility

Subsidize travel costs to face-to-face AGMs for provincial voting members. For each face-to-face AGM we would set a travel allowance limit to be used by each subsidized participant on travel and accommodation costs. The allowance would be based on a small amount of research as to the hotel costs in the area of the AGM and airfare costs from the various areas as well as how much the HPAC can afford (had budgeted for these costs) each participant would submit expenses after the AGM to the treasurer for reimbursement who would pay out that which meets the requirements for funding within the limits set we would not cover meals, etc. committee chairpersons can apply for travel funding also but must prove that they have an issue that is significant enough to the HPAC to require face to face discussion with them present. Otherwise online discussions can handle these issues.

If we adopt these changes our voting structure would become:

AHPA: 2 votes, AQVL: 3 votes, BCHPA: 3 votes, HPAN: 1 vote, MHGA: 1 vote, OHPA: 2 votes, SHGA: 1 vote, Yukon: 1 vote

In this way the total number of voting members on the HPAC BOD does not change at this time, but possibly would in the future as memberships grow.

Better Ground Rules and participation needed for Online Meetings

From Chris Walters:

If we continue to utilize an on-line type of meeting format we have to set some ground rules. We should establish who is the BOD and dates of meetings.

How the voting should go in terms of % of vote acceptance needs to be documented. We need a commitment from the entire BOD.

Reaffirm our Charitable and/or non-profit status and meet the requirements of that original agreement.

Rick Hunt recently said:

An area we as a group have never really explored is **Charitable Donations**. Just think of it, if you made enough money to be using this area of deductions then we could/would be able to come to a mutually beneficial agreement. Possibly we could use this section to offset expense's to send our world team HG/PG or individuals to major world class competitions. There are no logical reasons why we should not be using this to our advantage.

Looking at our pilot interest in competition. Should we try to improve this situation?

Is there a problem? Is there an unhealthy lack of interest? If so, how should we fix the situation?

It looks like everything is in order. It sounds to me like Richard has made a great contribution to our sport and that it should be brought to the AGM for a vote.

We should ask Gerry to prepare a certificate for Kevin to sign at the AGM. Lucille.

#### Appendix B. **TRANSPORT CANADA Committee Report**

There has been some action on the TC front this year but nothing major as of yet. I am continuing to monitor the TC initiatives to identify the ones that may affect hang gliding and paragliding. I am happy to report that we are not in anybody's cross hair at this time (except maybe for some individuals that were caught breaking air regulations as reported in the latest Air magazine).

The following issues affect the HPAC:

1. There is a proposal to dissociate ultra-light and hang gliding operations in the CAR. Currently, both are covered in CAR 602.29, TC feels that hang gliders regulations should be separated from ultra-light regulations. Under the new proposal, hang glider operation will be covered under CAR 602.46. I personally support this initiative because the current regulations will not change. Only the CAR will be reorganized. The main advantage to the change is that it will make

it easier for HPAC members to extract the pertinent regulations from the CAR when they study for their HAGAR.

2. There is a proposed amendment to amend the CAR to address the participation of hang glider pilots and their aircraft at special aviation events. TC

has not yet submitted the specific text for these proposed amendments so I am waiting for the details before I take action.

Issues that do not affect the HPAC directly but are of interest include the following:

1. TC has issued a new definition for powered parachute as a first step for future specific regulations and standards. The new definition is: "powered parachute aircraft - means a power-driven heavier-than-air aircraft that derives its lift in flight from aerodynamic reactions on surface of a flexible parachute-type aerofoil (canopy)". Powered paragliders, powered parachutes, paramotors and powered parawings are all considered powered parachutes.

2. A working group issued a discussion paper that proposes that a number of airport with Class D and E airspace warrant consideration for mandatory

transponder airspace because the Airborne Collision Avoidance Systems (ACAS) only works if all aircraft are equipped with an altitude reporting transponder. These include Abbotsford, Toronto City Centre, Saskatoon, London, Hamilton, Thunder Bay, Moncton, St John's, Kelowna, Yellowknife, Gander and Whitehorse. Not surprisingly, general aviation (including me) and especially COPA were totally opposed to that proposed change and this item has been withdrawn from further discussion by CARAC until the working group can present evidence that this change would be beneficial to safety. Note that this issue does not affect the HPAC directly since we are not obligated to carry transponders but I will continue to oppose any changes.

3. A proposal to amend the right of way regulations to include parachutes has been proposed. Basically, parachutes and balloons would have the right of way over all other aircraft. The proposal does not specify whether balloon or parachute has the right of way over each other.

4. TC has made significant progress in their regulations for ultra-light and advanced ultra-light aircraft.

It has been nearly 15 years since a complete and formal review of the Aeronautics Act (AA) has been undertaken. TC feels that now is the time for a new review. The purpose of the review is to:

- a. update the act so that it may reflect the current needs of the aviation community; and
- b. take into consideration current government direction.

The kick off meeting is on 16 December and I will attend. This is likely to be a fairly long process because it involves the passage of a Bill by parliament. I do not expect any surprises but I will keep a close eye on this one.

Andre Nadeau  
HPAC TC Liaison  
613-837-5482

Appendix C:

## **1999 HPAC INSTRUCTORS ADVISORY COUNCIL REPORT**

Chris Muller

Instructor recommendation from Chris Muller

Rene Marion - Tandem II

Master Rating Nomination from Bruno Allard

I am continually surprised with the amount of work connected with this committee. I have tried to deal with the urgent matters promptly but there are still many items that need to be addressed. My priorities have been to ensure that any questions regarding an Instructor's Certification be settled as quickly as possible so that the Instructor can continue teaching and produce more pilots.

I would like to thank our Administrator, Gerry LaMarsh for his assistance in changing and updating the lists and sending out the Instructors Packages and Exams when I pass on the names of new instructors. It probably is time to go through the Instructors Package with Gerry and update some of the forms and paperwork. I will put it on my list. It would be nice if I could get a list of Seniors and their addresses/phone number/email. Also instructors addresses for sending newsletters. It would be good if we could notify all instructors by mail of Instructors Courses for the year as well as listing the courses on the HPAC website.

One area that needs improvement is that there seems to be a lot of animosity between local instructors. I have a pile of emails from instructors complaining about one another's teaching, flying, and ethical practices. It seems to me that if as much time was spent in a more positive fashion, everybody would benefit. One solution would be to hold an instructors "tradeshow", once every two or three years at which Seniors and Instructors could get to know one another, share ideas, and possibly come up with more uniformly accepted instructional practices [see attachments]. These meetings could be held at different venues enabling instructors to experience different sites, and possibly the HPAC could help subsidize some travel costs.

Another issue worth addressing is certification extensions. I feel that three years is more than enough time to recertify, but have many instructors approaching me for extensions. I think Seniors should recommend in their courses that Instructors recertify during the second year or at least within the three year period and not wait until the last minute, which seems to be happening. Rectification for instructors within a three year time period is the norm in most sports.

Ian Jarman, The Administrator of the Hang Gliding Federation of Australia said that they are currently looking into their tandem ratings. They feel that tandem flights are not bringing new pilots into the sport. Most people are just going for the "joyride".

During the our Instructors Course I talked with Lenora Crane, Aviation Licensing Inspector, Recreation - Transport Canada, who participated in our course and asked if she felt that the HPAC was on the right track. Her feeling was that the material offered in the course fit in with courses offered through general aviation.

I would therefore like to leave the:

Instruction Standards/Criteria for Certification

Instructors Evaluation Guide

As originally presented by Ron Bennett who was the Chairman of this Committee in 1994.

If nobody else is interested in taking over this committee, I will continue for one more year.

Chris Muller

## Appendix D: **HPAC BADGE & RECORD COMMITTEE**

Vincene Muller

This year there were many new applicants for FAI Achievement Badges, mainly in Western Canada. We have Ted de Beudrap of Edmonton to thank as

he ensured that pilots competing in the Alberta Championships applied for Eagle [Paragliding] & Delta[Hang Gliding] Badges on the final "Race to Goal"

task using the launch and landing timers information.

The following pilots achieved the FAI Bronze Eagle Badge [Paragliding]

Gary Nesbit , B.C.

Tihi Bukvic, AB

Darren Kuchle, AB

The following pilots achieved the FAI Bronze Delta Badge [Hang Gliding]

Paul Thordason, AB

James Lintott, AB

Chris Muller, AB

The following pilots achieved the FAI Silver Eagle Badge [Paragliding]

Lucille de Beudrap , AB

Chaloner Hale , AB

The following pilot achieved the FAI Silver Delta Badge [Hang Gliding]

Kim Staus, BC

Mike Spencer, AB has the Altitude Gain leg of his eagle silver & gold badges

The following pilots have achieved one of three requirements [distance] for their FAI Delta Silver Badges

Hang Gliding

Chris Muller, AB

Paul Thordason, AB

James Lintott, AB

The following pilots have achieved one of three requirements [distance] for their FAI Eagle Silver Badges  
Paragliding

Darin Kuchle, AB

Tihi Bukvic, AB

The following World Record was approved:

0-2 Hang Gliding - Rigid Wing/Moveable aerodynamic surfaces

Stewart Midwinter - World Record, Distance over a Triangular Course 105.67km, Swift, Mansfield, WA, July 8, 1996 ñ Brightstar

Swift Note that this record has been pending with the FAI since 1997 and got misplaced. It took many reminders before the FAI approved the record. Stewart was very patient.

The following Canadian Records were approved:

Class O-2 HG with a rigid primary structure and movable control surfaces

### **Canadian Out & Return Distance**

10/07/99 Stewart Midwinter 107.124km

Brightstar Millennium

Golden, B.C.

Canadian & Pending World Record

Speed over 100km O & R course

10/07/99 Stewart Midwinter 33.13km/hr

Brightstar Millennium

Golden, B.C.

PARAGLIDERS - CLASS 0-3

CANADIAN RECORD

OPEN DISTANCE - FEMININE

6/4/99 de Beudrap, Lucille 33.70km

APCO Sierra 25

Kindersley, Saskatchewan - tow launch

## CANADIAN RECORDS

August 3, 1999 Chaloner Hale - Advance Bi-Beta

Open distance Tandem - 116.00km

Distance to a Declared Goal - 53.60km

Gain of Height - 1,976m.

The Aero Club did not raise the fee for sporting licences in 1999. It remained at \$50. I charge an additional \$5 [total \$55] which covers:

Postage Copying charges for all the forms for badges & records Bank fees. Bank charges for sending off entry fees for World Championships.

Should the Aero Club raise the sporting licence fee in 2000 I doubt that many of our members will bother attempting record flights. There are no world championships in 2000. Paraglider pilots need a sporting licence to attend World Cup Competitions and hang gliding and paragliding competitions in Europe. Up until now they have never been required for a North American hang gliding or paragliding competition, except the World Championships in the Owens Valley in 1993.

A sporting licence is not required for badge flights.

All badges are \$10. All records are \$10. At this time there is no charge for filing a World Record. The committee pays for the framing of a World Record but not Canadian Record Certificates.

All badges are in stock except Diamond badges. The sailplane community use a gold badge and add a diamond [or diamond chip]. The only Canadian to achieve a Diamond badge so far is Sean Dougherty who has an Eagle Diamond Altitude Badge. He added a diamond to a gold badge.

The Badge & Record Committee looked after wiring the entry fees for the World Paragliding Championships in Austria in July. Four [out of a possible 6] pilots represented Canada. There were 245 pilots entered:

Chris Muller, AB ñ 2nd  
Bernard Winkelmann, AB  
Russ Fretenburg, BC  
Kevin Alexander, Ont.

The Badge & Record Committee looked after wiring the entry fees for the World Hang Gliding Championships in Italy in July. Two flexwing [out of a possible 6] pilots represented Canada, there were 185 pilots entered:

Chris Muller, AB ñ 34th  
Brett Hazlett, BC ñ 38th

## 1998/1999 HPAC AGM Minutes

### 1. AIR Editor and Budget

- Out of a list of four applicants we selected Chantal Tranchemontagne
- 4 publications per year minimum
- The budget per issue remains unchanged. It is \$3500 to include printing, distribution, miscellaneous and \$350 honorarium per issue for the editor

### 2. Format of AIR

- We decided to retain the hard copy format
- Quite a lot of interest existed for a WEB version as well however we left that to the discretion and time available to the editor realizing the work load was already high for the pay

### 3. Membership Fees

- A suggestion was made to reduce fees due to lack of AIR issues in 1998
- The decision was made to have fees remain unchanged as we did not have a good enough view of the future insurance market and our reserves were really not large enough to help us through a bad year
- Another suggestion was made to issue a small rebate to affected members
- Estimated effort and cost to do so seemed too high for the amount in question. The idea was dropped

### 4. Aero Club of Canada Fees (which included FAI fees)

- The aero club finally put together a more equitable formula for determining each member association's portion of the fees. The result was a significant increase for the HPAC/ACVL from \$2,500 to \$5,000/year
- Question was: "Should we pay or quit?"
- Although we didn't like it we believed it was too important to belong to the FAI than to quit. Our financial situation allowed us to handle it.
- We decided to pay the new fee but find ways to lobby for a more equitable fee structure within the FAI

5. The following Senior Instructor Recommendations from Chris Muller were accepted

- Max Fanderl, PG
- Antione Chabot, PG
- Rene Marion, PG

### 6. Administrator's Monthly Salary

- We believed that the work load justified a higher pay than the \$1,000/month we negotiated with Gerry
- Decision: Increase monthly pay to \$1,200/month

### 7. Bids to Host national competitions Accepted

- Randy Parkin - 1999 Canadian PG Nationals - Mount 7, Golden, BC, July 31 - August 2
- P. Ian McArthur - 1999 Canadian HG Nationals - Sun Peaks Resort, BC, August 3 - 9

### 8. Suggestion to Merge the HPAC/ACVL with the USHGA

- Arguments for better economies of scale, one continental organization, better insurance, etc
- In the end we agreed that the Canadian insurance situation was far better than in the US and the solid effort of our Insurance Officer, Gregg Humphries, we ended up with the best coverage in our history.
- Decision: Do not merge.

### 9. Should the HPAC/ACVL get involved in the regulation of powered paragliders and powered hang gliders?

- Decision: NO

### 1. Should The HPAC Officially Accept the Proposal for procedures for the Balloon Dropping of Paragliders

- Decision: NO

### 10. Accept the changing of the Hang Gliding and Paragliding Association of Newfoundland to The Atlantic Canada Hang Gliding and Paragliding Association

- Decision: YES •

11. Should we have an annual competition fund and support each National Competition with a \$500 grant to be used for trophies and any other related expenses?

• Decision: YES

Issues raised but not completed

1. We should commission an artist from within our ranks to create a piece of art equal to the Lew Neilson Award that would be for our Canadian National Paragliding Points Champion (the Lew Neilson Award goes to HG pilots)

• Decision was made to move forward but no budget was set nor was anyone assigned to find and commission the artist

2. Should we publish guidelines for Aerotowing Hang Glider

• We agreed we should but no one was assigned the task of summarizing what we had or the collection of guidelines received from the Australian association

3. Restructuring the Voting Powers of the member association

• The voting suggested we would accept the proposed restructuring. The HPAC president felt however that there was enough concern that this discussion should be continued at the next face-to-face meeting before a final decision is made and policy is changed  
• The proposal is appended

Proposal:

Retain our provincial structure such that the HPAC stays an Association of Provinces, and:

1. Adjust the voting structure to give more voting power to prominent provincial associations and reduce it for the very small ones.

• each province gets one voting BOD member for every 100 HPAC members in that province

• A province with less than 100 would get one vote • A province with more than 100 but less than 200 would get 2 votes

• A province with more than 200 but less than 300 would get 3 votes etc, etc, etc

• each province can decide within themselves how they will divide up that voting power • in times of traditional face-to-face AGM allow only one vote per participant and no proxy

• invite the Yukon to be recognized as a new "Provincial" Association of the HPAC provided they can prove they have organized themselves in a way and are prepared for the associated responsibilities (i.e. have established a bank account, a set of directors and possibly incorporated)

2. Create votes for committee chairpersons.

• only for matters relating to their particular responsibility • this allows them to represent (with a vote) the views of their committee members (the experts on the subject)

• allow them to bring motions to the BOD for matters relating to their particular responsibility

3. Subsidize travel costs to face-to-face AGMs for provincial voting members

• before each face-to-face AGM we would set a travel allowance limit to be used by each subsidized participant on travel and accommodation costs.

• the allowance would be based on a small amount of research as to the hotel costs in the area of the AGM and airfare costs from the various areas as well as how much the HPAC can afford (had budgeted for these costs)

• each participant would submit expenses after the AGM to the treasurer for reimbursement who would pay out that which meets the requirements for funding within the limits set • we would not cover meals, etc.

• committee chairpersons can apply for travel funding also but must prove that they have an issue that is significant enough to the HPAC to require face to face discussion with them present. Otherwise online discussions can handle these issues.

4. If we adopt these changes our voting structure would become:

AHPA: 2 votes, AQVL: 3 votes, BCHPA: 3 votes, HPAN: 1 vote, MHGA: 1 vote,

OHPA: 2 votes, SHGA: 1 vote, Yukon: 1 vote

In this way the total number of voting members on the HPAC BOD does not change at this time, but possibly would in the future as memberships grow.

### **Aero Club of Canada Fees**

We want to remain a member and pay the new fees.

For the past four years there has been a growing dissatisfaction within the Aero Club of Canada (ACC) over the fairness of the fee structure. Some organizations were paying significantly more than others for no clear reason. At the ACC BoD meeting held in Brampton, ON on Saturday Nov. 7th, the BoD finally came up with what we all believed was a fair formula. Unfortunately not all BoD members liked the end result as far as their fees were concerned. Even so, they had to agree that the way they were calculated was fair. The HPAC was one such association that got negatively hit.

The main expense comes from our annual FAI fees. These are calculated based on the Gross National product of each member country. As you know, Canada is a wealthy and prosperous nation in comparison to many others. As such, the percentage of our population who has access to and can participate in one or more aero sports is large. Therefore, so is our portion of the fees. Since most of our ACC fees are paid in French francs we are thinking about charging each association in Francs to eliminate the exchange rate risks.

In order to calculate our fee structure, we decided to use the 1997/98 budget (in Canadian dollars) as our bench mark starting point. This would allow us to calculate a ratio or percentage of the budget that each association would be responsible for paying. We came up with the following.

BASE FEE of \$1,500 This would be the entry price for all associations and would cover their first 100 members

Plus \$10.00 for the next 100 members (i.e.. 101 through to 200)  
Plus \$4.00 for the next 1800 members (i.e.. 201 through to 2000)  
Plus \$0.75 for all subsequent members after 2000

Using these figures, the resulting fee ratio worked out to this:

AC	\$ 1,500
CBA	\$ 2,500
CSAA	\$ 1,500
CSPA	\$ 9,300
HPAC	\$ 4,900
MAAC	\$17,460
SAC	\$ 6,260
total	\$43,420

This means that the HPAC is on the hook for 4900 / 43420 of the ACC budget (of which 75% is FAI fees).

As for the rest of the ACC's budget, it looks like this:

Administration	\$2500
Bank Charges	\$ 125
Internet expenses	\$ 400
Merchandise	\$ 200
Miscellaneous	\$ 200
Office	\$1000
Postage and courier	\$ 700
Printing and stationary	\$ 400
Professional fees (the auditor)	\$1000
Telephone and fax	\$ 600
Travel and meetings	\$4875

(eg. sending people to FAI meetings)

So now that we know that the HPAC needs to pay around \$5,000 in ACC fees

## 1997/1998 HPAC AGM

### 1. Office of the Administrator

- We created a list of functions we wanted to guarantee are addressed professionally and timely by a paid administrator (i.e. the Job Description)
- We created a list of acceptable office costs to be paid for by the HPAC
- We set a salary at \$1,000/month

#### 2. We decided to make better use of our WEB site by hosting online:

- a) all of our forms (membership applications, accident reports, school insurance applications, ratings change request, ...) for those who need them to print them off themselves to mail/fax them in.
- b) our Policies and Procedures Manual published
- c) a list all committee members and provincial executives with their email IDs
- d) an up to date membership listing that includes
  - a) name,
  - b) province,
  - c) HG or PG,
  - d) rating and membership expiry datee) sorted by name so that anyone can verify the status of someone else before they attempt to fly their site, join their competition, acquire a new rating or attend a certification course.
- e) a listing of current members that includes
  - a) province,
  - b) city and
  - c) phone number- sorted by city within province so that new members looking for company can search out existing members and clubs.
- f) a listing of all currently certified instructors and schools with links to their own WEB sites

- g) a summarized quarterly financial statements that give us all a brief view at how we are doing

- h) a place where members can send their address, email, phone, etc, change notifications

#### 3. Online Meetings Decisions

- To keep having them
- Allow them to be publicly viewable

#### 4. Competition bids accepted:

- Randy Parkin - 1998 Canadian PG Nationals - Mount 7, Golden, BC, August 1-3
- Ian McArthur - 1998 Canadian HG Nationals - Sun Peaks, BC, August 5-1

#### 5. Increased Insurance Coverage needed

- Toronto pilots had a desire for "participant coverage" in order to regain use of their Etobicoke site
- Some schools wanted \$5 million coverage
- We decided that those schools who wanted the additional coverage would have to pay for it themselves. The HPAC did not see a need to raise it's fees to make this available to all•
- Gregg Humphries, the new Insurance Executive, would look into the shortcomings of our coverage in the eyes of Etobicoke

#### 6. Selection of a new Administrator

- Gerry Lamarsh was hired

#### 7. Instruction Committee transformed to Instructor's Advisory Council

- The recent scare caused by the death of a paraglider student lead to this suggested change for liability reasons
- Each and every certified Instructor in Canada is invited to be, and will be, a member of this HPAC Instructor's Advisory Committee
- Chris Muller adopted as Chairperson to this council

#### 8. Requests to alter HPAC bylaws 3.1 and 3.2

- Decision: No change

9. Do we need to provide better liability coverage for Board Members

- Liability concerns drove us to this issue also.
- We determined that our current coverage was more than adequate

10. Should we break up into more and smaller regions

- Suggestion to have smaller regions representing few clubs in different regions within certain provinces (mostly B.C.)
- Decision: NO

11. Should we merge with the Soaring Association of Canada?

- Decision: NO

12. Election of Executive

- President Kevin Thomson
- Vice President: Chris Walters
- Treasurer: Martin Polach

13. Election/acceptance of Committee Members

- Competition: J.C. Hauchecorne
- CIVL / FAI Liaison: Stewart Midwinter
- Instruction: Willi Muller
- Accident and Safety Review: Fred Wilson
- Insurance: Gregg Humphreys (no email yet)
- Ratings: Lucille de Beaudrap
- Towing: Mike Solaja
- XC Log & FAI Badges: Vincene Muller
- Transport Canada Liaison: Andre Nadeau
- HPAC Translation: Bruno Allard
- Aero Club of Canada Liaison: no volunteer at this time
- Public Relations: no volunteer at this time
- Newsletter Editor: Randy Parkin

## **Aero Club of Canada Fees**

How do we more fairly distribute these costs to our associations?

The HPAC BoD voted on a proposed new formula for determining how each Association of the Aeroclub of Canada (such as the HPAC) would share in the fees charged. Almost all of these fees are the FAI costs which is going up by 10% this year.

Proposal for a formula for setting Aero Club association fees:

Basically, the proposal is based on a minimal fee per member (m) and a large fee per Sporting License (S) which would be distributed by the member association to their members however they see fit. The example formula is based on \$1/member (which also earns the association one sporting License for every 500 members) with a minimum payment of \$250; plus \$100 for every additional sporting License the association commits to.

For example, the new Virtual Flying Association has 5,200 members and anticipates needing 25 Sporting Licenses for the year. They would pay  $(5,200 \times \$1) + \{[25 - (5,200/500)] \times \$100\} = 5,200 + 1,500 = \$6,700$  and they would have 25 Sporting Licenses to distribute to their members. It would then be left up to the association to decide what to charge their members for a Sporting License, and whether to differentiate between purposes for which the License is obtained (i.e.. International competitor vs. badge seeker or observer).

So if the HPAC were to follow the Aeroclub cost calculation example for our association of about 750 members with the expected requirement for 18 sporting licenses, we would pay  $(750 \times \$1) + \{[18 - (750/500)] \times \$100\} = 750 + 1700 = 2450$ . If we sold and charged \$50 for each of those 18 licenses we would recover \$900 with a net cost to us of \$1550.

Willie Muller Canadian National Paragliding Points Champion Award

October 7, 1997 Kevin Thomson:

At the request of Fred Wilson (and a great suggestion it was) a motion was passed that we commission an artist from within our ranks to create a piece of art equal to the exquisite Lew Neilson Award that would be for our Canadian National Paragliding Points Champion (the Lew Neilson Award goes to HG pilots).

The award is to be named: The Willie Muller Award.

### **Online Meetings should be Public**

Motion passed that:

The meetings that take place online (these meetings) between our HPAC/ACVL Board of Directors shall remain public and shall not be moved to a private password protected area. Sensitive issues will be saved for direct email discussions, conference calls or face to face meetings.

### **HPAC COMPETITION REPORT FOR 1997**

by J.C. Hauchecorne, HPAC Competition Committee Chairman

The current system we use to calculate the Canadian points is valid. The original "inventor" put a lot of thought into the system, and he made it fit the Canadian Competition Pilot. Unfortunately, the system requires some "book keeping". Here are the very basic rules:

- \* Meet must be announced at least 6 Weeks in advance.
- \* Meet must have at least one valid round before it can be sanctioned.
- \* Results must be delivered as soon as possible but no later than 6 Weeks after the end of the competition to the Competition Director. (The reason for that, it would give me a chance to compute the results trough out the year, and have it published as we go along.)

Competitors in international meets are responsible to provide the competition Director with the results. Results must contain the following:

\* Final results must have First Name, Last Name, Province/Country of the competitors.

\* Daily results must show the type of task, open distance or race, number of pilots.

It would be nice to have additional information such as weather etc. Someone ambitious could build a model on where and when competition should be held in order to ensure the most likelihood to have good weather.

Unfortunately, no one likes to bother with this paperwork, but like it or not, no Canadian standing can be produced if results are not filed.

### **Do we further subdivide our Association into smaller regions? issue:**

The representation of our membership by their Provincial Representative Board of Directors is unevenly distributed. The large provinces such as BC and PQ get 2 votes each for their very large membership which is the same as what SK and NF get for their very small memberships. To improve the representation of their members, some of the large provinces have been talking about the need to divide into smaller groups. Should we allow a province to divide itself into smaller regions.

The conclusion we come to after the discussion (see below) is that we do want to make some "adjustments" to our organization. As a result a new motion has been proposed on the active discussion part of this WEB site made out of the key points raised below.

Conclulsion: Put this to a formal motion and vote

Discussion that took place ....

Alberta would like more Regions AND the Yukon wants to be their own Region.

Chris Walters in Newfoundland says we have 3 options as summarized below. To see the details of his proposals Click here.

In summary, his three options are:

1. Divide the country into regions based on population.

- will increase our costs if we continue to subsidize BOD member travel to AGMS
- requires constitution changes which may require lawyer costs
- won't necessarily solve the problems we had hoped to as some regions will still have multiple clubs and it is the poor ability of clubs to reconcile their differences that usually drive the talk for better representation

2. Give more voting power to prominent provincial associations.

- we do not have to radically change our constitution
- there is more representation on behalf of the larger centres
- no major changes to provincial operations, and the H.P.A.C. would have better regional representation than by individual regions(#1)
- for fund raising efforts many provinces requires clubs to be represented by a provincial body, this is needed to acquire lottery licensing.
- our government is run on a provincial affiliation, it may be easier in future to deal with provincial/ federal affairs as a provincial body

3. Create votes for committee chairpersons.

- decide which ones would get the vote
- decide if we also subsidize their travel to AGMS

His final proposal is that the provinces can divide into smaller regions on their own if they feel the need and address the better representation concerns on their own. Smaller provinces could give up their 2nd vote and possible transfer it to other larger provinces. In the end it is still best to have a provincial based organization within the National Association.

December 1, 1997 André Gallant:

The AQVL executive feels we are spending far too much time and energy over this debate.

If we understand well the situation, last year at the last AGM, Ron Bennett, our past president, introduced this debate proposing that the HPAC becomes an association of clubs instead of provincial associations. This way larger provinces could get more votes. And for once, even if the province of Quebec has a large percentage of pilots in the HPAC (256 members this year for about 40% of the official members according to Charlesâ report) never asked to obtain more votes. « A welcomed change », do I hear... :-). In fact we believe that we have approximately 29% of the Canadian pilots.

The HPAC problem is not the number of votes by its members, but rather having a good vision of what we want to get accomplish, have an excellent administrator on a continuous basis with active advisory committees.

To become an association of clubs would simply kill our provincial efforts to develop the sport. It is already very difficult to find voluntary people to get involve and do a good job without creating another level of bureaucracy (club level, provincial level, national administration level and representation of clubs at the national level). This new level of bureaucracy also has its own costs.

If the provincial level disappears to make room to the association of clubs, where is the benefit. The provincial associations are often largely represented by the clubs members and ex-club executives. In such an organization, small clubs could complain that they are not well represented anyway. The provincial level is very important for provincial representation. For example, at one point the Quebec Medicare « discussed » the possibility that hospital costs would be paid by the patient, if these costs resulted from injuries while practising a dangerous sport in an irresponsible manner. We think that the provincial association is in a better position to represent the provincial interests. Also, the promotion is largely done by the Provincial level rather than the national level.

If we divide the provinces by region, the problem will never be solved because this sport is evolving very quickly and regions that were inactive may become very popular.

This year, contrary to many other provinces, if not all of them, the AQVL decided to continue gathering the registration of Quebec members and to forward them to the HPAC. We are probably the only provincial association being able to produce any list or statistics on its membership without having to request it from the HPAC administrator.

We do not think that the committee chairpersons should have the right to vote at the AGM. However, they would certainly be welcomed to be present at these meetings to advise the BOD before voting. I know it is an extra cost. However, with Internet and Conference calls and might not be that expensive.

### **Our recommendations**

The following recommendations has been approved unanimously at our last AGM held on the 29th of November 1997.

1. Keep the number of votes to two per province. However, allow only one vote per participant and no proxy, whether the participation is during a physical meeting, a telephone call, a video-conference or a virtual meeting on Internet. Smaller regions who do not have the means to send someone will automatically have their representation reduced.
2. Keep the HPAC an association of provincial associations.
3. Invite the chairpersons of the advisory committees to the AGM. Only the BOD members have voting rights.
4. Let's put some emphasis on what we want to accomplish in the coming years.
5. And let's close this Pandora box before it gets to ugly.

December 31, 1997 Kevin Thomson:

I believe that the HPAC needs to be an Association of Provinces and that only they have the voting rights. I do believe however that there is some room to negotiate how many votes each province gets and how much we subsidize each voter to attend AGMs.

I would like to propose that each province gets one voting BOD member for every 100 HPAC members in that province. A province with less than 100 would get one vote. A province with more than 100 but less than 200 would get 2 votes. A province with more than 200 but less than 300 would get 3 votes. etc. They can decide within themselves how they will divide up that voting power. I would also like to see the Yukon recognized as a new "Provincial" Association of the HPAC provided they can prove they have organized them selves in a way and are prepared for the associated responsibilities (i.e. have established a bank account, a set of directors and possibly incorporated)

If we do this we would see the following break down:

AHPA2	votes
AQVL	3 votes
BCHPA	3 votes
HPAN1	vote
MHGA	1 vote
OHPA2	votes
SHGA	1 vote
Yukon	1 vote

In this way the total number of voting members on the HPAC BOD does not change.

One further change I would suggest is that we subsidize all voting members to attend traditional AGMs (not the online version) when held. The subsidy would be a certain percentage (50%, 75%, ?) of their travel and accommodations (no meals, etc.) with an upper limit on each so that we don't cover the larger costs for those who don't look for good plane fare or who like expensive hotels! No proxy votes for those who don't attend. Perhaps if we find this online AGM works out and can be held every other year then with these significant savings we could afford to pay 100% of the costs every other year?

January 17, 1998 Lucille de Beudrap:

I would like to make a small correction to Alberta's stance here. My note clearly states that we favor restructuring, but does NOT say we want more regions necessarily. Ron Bennett wanted a more club-oriented approach, but I personally cannot see that improving the situation much. I was thinking more on the lines of regions based on non-provincial boundaries. Not necessarily more, bigger, etc, just more evenly distributed.

I really like the idea that Kevin Thomson has proposed. It presents a more fairly distributed voting structure, and allows for flexibility as membership adjusts itself through the country. I also like the idea of inviting Yukon to the HPAC membership table. They are not adequately represented by Alberta.

I would like to reiterate that I DO believe that the committee chairpersons SHOULD have the right to vote, particularly on issues affecting their portfolio. These people represent your more dedicated volunteers and should have some voting privilege to acknowledge that.

February 5, 1998 Bob Loudon:

I agree with Kevin's proposal and believe it should be made into a motion.

February 14, 1998 Rick Hunt:

In favour of your motion, with the statement that these numbers are or can change from year to year.

February 25, 1998 Doug Skye:

Kevin's idea of provincial & territory (Yukon) vote distribution weighted with membership numbers is a good compromise. It improves representation without having to deal with the increased volatility that could occur with club based vote distribution. It seems to me to be simpler to administer and less confusing to most members. Also, as Rick says, the numbers may change as membership changes.

VOTE Yes to Kevin's proposal.

May 24, 1998 Chris Walters:

Have to agree with Mike (?) opinion that if another province wishes to represent itself it should have the opportunity. Brings back the question of how the HPAC wishes to organize itself in the coming years. Presently I don't see the above scenario being a problem for quite a few years. The question I would propose at this time is: Is the HPAC ready to accept associations from all provinces, ie. give all provinces a representing vote at AGM's. This is just food for thought and I think should be left for discussion maybe in the fall AGM.

## HPAC/ACVL 1996 AGM MINUTES

Cochrane, Alberta 9-11 Nov 1996

Attendance:

Voting delegates;

(Ron Bennett, Pres Martin Polach, Sec)

Rick Hunt, BC Bob Loudon, BC

Gerhard Dickmeis, Ab George Thibault, Ab

Bob Yarnnton, Sask

Chris Walters, Nfld

Jan Pranozioch, Mb Nes Shumka, Mb

Kevin Thomson, Ont Bruce Busby, Ont

Bernadette Younk, Que Andre Gallant, Que

In Attendance;

Barry Bateman, BC Vincene Muller, Ab Lucille deBeudrop, Ab Jim

Reich, BC Charles Mathieson, BC Doug Kellar, Ab Michael Solaja,

Ont Ted deBeudrop, Ab Miles Parenteau, Ab Randy Parkin, Ab

Bernard Winkleman, Ab Don Glass, BC Willi Muller, AB Tony

Barton, SAC

Meeting opened by Ron Bennett presented changes to agenda.

Motion: To accept Agenda:

Proposed by Rick Hunt, sec. Barry Bateman

CARRIED

President's report: Ron Bennett

Ron indicated he was resigning at end of meeting.

Treasurer's report: Martin Polach (see attached)

Administrator's Report: Barry Bateman

Exam/forms completed, instructor's packages, 160/180 ratings issued this year.

Instruction: Ron Bennett:

Few problems with delays in certification. attributed to Senior instructor's tardiness. Ron indicated he was resigning.

Safety: Fred Wilson

Presented an extensive written report and HPAC Accident Reports and Statistics. (see attached)

Insurance: Ron Bennett

Insurance by 12 month periods accepted by Co. Policy renewal seems assured. Tandem status is unclear. No claims in past year.

Competition: J.C. Hauchecorne

Was conspicuous by his absence and the absence of any form of communication to the executive?

Ratings: Rick Miller.

Rick indicated that he was stepping down.

Editor: Barry Bateman.

Going well. Good content. Increased advertising. We all agreed that Barry had done an excellent job.

FAI Records & Badges: Vincene Muller

Extensive written report. (see attached) S. Midwinter had applied for 4 World records with his Swift... paperwork looks good.. S. Docherty had a 125 km Can. record.. (Congratulations to both!!) Vincene made a plug for fund raising for upcoming World Paragliding Team.. entry fees are very high. Made a gracious offer of general assistance.. (thanks)

Aeroclub:

General discussion ... our dues went from \$1470 to \$2500 in one year. Our FAI fees are disproportionate to our population... much discussion .. but no resolution

Tandem Flying: regulation ... compliance voluntary? peer recognition? no resolution.

Membership: 904 members. (BCHPA = 302; AHPA = 131; SHGA = 9; MHGA = 51; OHPA = 100; AQVL = 226; HPAN = 8)

Provincial Reports: (presented in seating order)

Alberta: George Thibault. 131 members. HG down PG up.. Edmonton Airshow successful. provincial disappearing. To review structure due to changing circumstances

Ontario: Bruce Busby.

Membership delays internal. Province to move to national registration. Government funding diminishing. Project to offer tandem flights to disabled (obtained special harness) (VERY COMMENDABLE) K/W success with new site. Airshow not so successful. Mike Solaja concerns with tug pilots. ins/liability/air regs.

NFLD.: Chris Walters.

Representing Atlantic Canada. Halifax centre for PG. Good season. Concern re powered PGs.

Quebec: Bernadette Younk.

Concerns with ultra lights. 2nd yr. for new board of directors. More public access. Yellow pages, web page. New CO to promote PG. Anticipate increased membership. Concerns regarding lack of Senior instructors/instructors. Lots of activity. Membership down slightly.

Sask.: Bob Yarnton.

Few changes 10-12 members. First PGs appearing. Fatality with powered paraglider (not members. Minimal or no instruction. Minimal or no knowledge?) Nationals went over extremely well. Plan on a 3 day event at same location (Eastend) next year. Rep at Moose Jaw Airshow. Sight problems with new land owners. No instructors in province. RCMP & road towing little interest in ratings/hagar etc. 2m radios and GPS. Nobody's lost .. they just haven't been found!

Manitoba: Jan Pranozioch.

Rob Leslie has left the country. New exec. Growing pains. New pilots trained by Barry Morwick. Anticipate new members. Flight park N. of Wpg. Stationary/trike/platform 8 existing tow systems 2 under construction. Gov't red tape increasing but funding still at \$7,000! overall positive.

B.C. : Rick Hunt.

Numbers's growing. PG increasing. MT 7 landing zone for sale (\$525,000!) Prov. funding decreasing. Landing fees going up in Victoria. Various site problems. Kudos to Peter Bowle Evans. (Mr. Golden!!!!) Respect landowner's properties.

Motion:

1997 Paragliding Nationals by the Cochrane Club. Aug. 02/04 at Golden. Put forth by Randy Parkins. 1996 had 110 entrants with 40 more on the way... then the rain came down. proposed by Rick Hunt. sec by Nes Shumka.

CARRIED

Administrator's Remuneration:

A long discussion with Barry indicating that the job deserved 6 months full time compensation. Discussion as to work load, responsibilities time expenditures. Bob Loudon commented on his experience with the Australian situation.... BREAK for LUNCH... Discussion continued re the admin. position benefits to members. Data base is centralized. reliable. National membership is centralized. Unanimous in acknowledging Barry's unique knowledge, background and commitment.

Motion: To pay \$1200. per month for the Administrator's position.

CARRIED

Comments by Tony Barton (Soaring Asso of Canada. (SAC)) Administrator people are hard to come by and must be paid. Discussion regarding the size of our cash float. (Initially indicated at \$45,000) Some provinces felt it was too high. (Please note Treasurer's comments). Quebec had some specific concerns existing high club fees. The discussion wandered indecisively back to the Editor/Admin. position held by Barry. How much money will it take? Where is it coming from?

Motion:

In light of the proposed increase in remuneration to the administrator (Approx. 50 %) to increase the National fees by \$10.00 (due to the collective groan from around the table this was amended to a \$5.00 increase) Proposed by Martin Polach seconded by Lucille de Beaudrap Voting was tied. Ron Bennett broke the tie by voting against. Motion DEFEATED.

Tony Barton (SAC):

Gave us a short talk. Related to airspace concerns. (increased controlled airspace). Strongly suggested that his experience indicates that we maintain our cash at \$45,000, in fact we should strive to increase it! More airspace concerns will affect us and a strong treasury would invaluable for future National projects. Suggested we could all benefit from more co-operation with each other. (thanks Tony)

Motion:

Maintain the Fee structure.

Proposed by Bob Loudon, Sec. by Andre Gallant

CARRIED

Motion:

No ( inserted: Administrative) fees for instructors (i.e Instructor Recertification...) proposed by Andre' Gallant sec by B. Bateman.

CARRIED

Motion:

To accept Mark Tulloch's proposed amendments to instructor's requirements. i.e. change 50hrs to 25hrs on slope, change 200hrs to 100hrs, strike apprentice instructor.

Proposed by Ron Bennett, sec. by Lucille de Beaudrap.

CARRIED

Motion:

To advertise all instructor's courses 6 weeks in advance in the Air Magazine. Proposed by Ron Bennett, sec. by Lucille de Beaudrap:

CARRIED

Motion:

To require 90 days between ratings. proposed by Lucille de Beaudrap sec by Chris Walters: DEFEATED

Discussion centred around paragliding Intermediate rating criteria of 80 flights above 250m etc. Proposed it should be changed to 'high flights' which in turn floated on regarding the definition of high flight requirements. What is a high flight?

Motion:

To change the PG Intermediate rating requirements from the current 80 flights above 250m and 40 above/below 250m to 80 high flights. Proposed by Chris Walters sec. by ???

CARRIED

Immediately after the last motion Barry Bateman pointed out that the PG ratings were generated by a committee that was formed at an AGM two years ago which consisted of many PG instructors/pilots who discussed the rating requirements in depth for over 4 hours. The last motion was passed after a 5 minute discussion by 70% hang glider pilots!!!

Motion:

To change the PG Intermediate rating requirements back to there original form. Proposed by Barry Bateman, sec. by George Thibault

CARRIED (No comment!)

Motion:

That a paragliding student should not have to wear a emergency parachute during high flights when under the supervision of an instructor. Proposed by Andre Gallant, sec by Bob Loudon:

CARRIED (this particular issue invoked a lot of heated discussion. There are Definitely two logical sides to this issue)

Discussion as to Mark Tulloch's "Lynch Mob Proposal"... what policing powers does the Asso. have regarding non compliance with National policies (focusing on tandem PG flights... technically illegal unless the passenger is under instruction etc.) No real resolution

Discussion initiated by Ron Bennett as to proposed restructuring of the National Association. Direct membership nationwide. Dissolve Prov. Associations in the HPAC. Emphasis to shift to local Clubs. Doug Kellar (representing a Calgary Club) indicated his group's support for direct membership, more emphasis on smaller groups, Provinces to fade away at National level.

Motion:

To support Mark Tulloch's written motion to remove Bob Newbrook's tandem rating. Proposed by Ron Bennett, sec. by Kevin Thomson:

CARRIED

Motion:

To ratify instructor status as tabled in new business; conditional to meeting all requirements (hagar etc.) Proposed by Ron Bennett , sec. by Kevin Thomson:

CARRIED

Motion:

To grandfather Philippe Thibadeau as a Senior Instructor for paragliding. Proposed by Rick Hunt, sec. by Andre Gallant:

CARRIED

Motion:

To accept Fred Wilsons amending (inserted: Constitutional) definitions (as per written proposal) As proposed by Fred Wilson, sec. by Martin Polach:

CARRIED

Motion:

To accept Fred's proposal regarding (inserted: Bylaws) conflict of interest (as per written proposal) As proposed by Fred Wilson, sec. by Martin Polach:

CARRIED

Motion:

Insurance/Membership to be sold for a 12 month period from time of application. Proposed by Ron Bennett, sec. by Andre Gallant:

CARRIED

Back to Pressing Issues:

Structural Changes? Alberta: leaning toward club structure... diminished role for the Province Ontario: clubs/regions... Why change?

NFLD.: Regions... clubs band together. Quebec: Retain Provincial status. Objective body to co-ordinate over 15 individual clubs

Sask: Retain Provincial association to co-ordinate.

Manitoba: Local clubs

B.C. Bob Loudon representing a very strong club wants a solid proposal. Discussion drifted.. re site benefits going to instructors, referendum BC. vs the Nat? New organization requires full time Administrator.. no resolution..

Motion:

To have the National Hang Gliding Championships at Sun Peaks, Kamloops (June 29/July 05/97 To include a speed flying contest!

Proposed by Ian McArthur.

CARRIED (thanks Ian)

Motion:

To post in Air Mag. a request for applications for inclusion to the World Paragliding Team. Michael Potter has volunteered as team manager (thanks Michael) Proposed by Ron Bennett, sec. by Bernadette Younk:

CARRIED

Motion:

To appoint Mark Tulloch as Instructor Committee Chairman. Proposed by Ron Bennett, sec. by Kevin Thomson:

CARRIED

Motion:

To appoint Lucille de Beaudrap as Ratings Chairperson. Proposed by Ron Bennett, sec. by Rick Hunt:

CARRIED

Competition Chairperson unresolved?!

Discussion wandered back to compensation for Administrator (currently Barry) Barry indicated an administrator should be paid more.... and that he was definitely RESIGNING, both as Administrator and Editor. He did agree to produce one more issue of the Air Mag. (in fairness to Barry... he has an intense personal commitment that precludes him continuing at this time.)

Motion:

To raise membership fees by \$10.00. (sound familiar?) Proposed by Bruce Busby, sec. by Nes Shumka: CARRIED

Bruce Busby volunteered to develop a form for an all purpose national membership application.

Motion:

To appoint Kevin Thomson as Committee Chairperson to investigate the feasibility of changing the HPAC/ACVL from a Provincial to a Club structure with direct National Membership.

Proposed by Ron Bennett, sec. by Bruce Busby CARRIED (Kevin to try to complete within a six month time frame)

Motion:

To appoint Stewart Midwinter as FAI. delegate. Proposed by Fred Wilson, sec. by Lucille de Beaudrap:

CARRIED

Motion:

To appoint Armand Accione as official delegate to the Aeroclub. Proposed by Fred Wilson, sec. by Bob Loudon: CARRIED

WEB site to be maintained by S. Midwinter/Pamela Andrews... trying to get domain address..

Martin Polach nominated Kevin Thomson as President.... respectfully declined. Michael Solaja nominated Bernadette Younk as president, seconded by Rick Hunt... accepted.

Ron Bennett moved to close nominations for President, sec. by Kevin Thomson. Bernadette becomes our new PG lady PRESIDENT by acclamation...

CONGRATULATIONS!!!!!!

Ron Bennett nominated Kevin Thomson as vice-president, seconded by Bob Loudon. Rick Hunt moved to close nominations, sec. by Bob Loudon. Kevin becomes our new Vice-President by acclamation... CONGRATULATIONS!!!!!!

Motion:

To hold the next AGM in Montreal around 11th Nov. 1997 Proposed by Ron Bennett, sec. by Jan Pranozioch

CARRIED

Motion:

To adjourn the AGM..... Proposed by Ron Bennett, sec. by Bruce Busby CARRIED

The meeting ended abruptly with several issues unresolved. Most delegates were somewhat surprised that we would adjourn in mid afternoon?!

## 1995 HPAC/ACVL AGM

### In attendance:

HPAC: Ron Bennett, Martin Polach,  
Barry Bateman, Armand Acchione;  
B.C. Rick Hunt, Wayne Bertrand;  
Alta, George Thibault, Gus Larson;  
Sask, Mike Reibling;  
Man, Rob Leslie;  
Ont, Michael Robertson, Owen Jones;  
Que, Bernadette Younk, Francois Dussault;  
Nfld, Rick Robinson, Craig Janes;  
*Others*, Michael Solaja, Chris England,  
Karl Dinzl, Peter Chapman.

**Motion:** by Wayne Bertrand, 2nd, Rick Hunt  
- To document procedures to deal with infractions of HPAC/ACVL policies.

Carried

**Motion:** by Ron Bennett, 2nd Mike Reibling

- To adopt a National release waiver

Defeated

**Motion:** by Ron Bennett, 2nd Rob Leslie

- To remove the wording on the insurance card "World Wide Coverage"

Carried

**Motion:** by Michael Robertson, 2nd George Thibault

- Change the wording "Certified Schools" on page 2 of AIR to "Insured Schools"

Carried

**Motion:** by Ron Bennett, 2nd George Thibault

- That the HPAC/ACVL cease to offer school insurance.

Defeated

**Motion:** by Michael Robertson, 2nd Rick Hunt

- To adopt procedures as proposed by Wayne Bertrand re: noncompliance of HPAC/ACVL policies.

Carried

**Motion:** by Ron Bennett, 2nd Wayne Bertrand

- to Grandfather Chris England as a senior instructor.

Defeated

**Motion:** by Ron Bennett, 2nd Rick Hunt

- That Quebec and the HPAC/ACVL share the cost of sending Wayne Bertrand to Quebec to run an Instructors course.

Carried

**Motion** by Craig Janes, 2nd Martin Polach

- to grant Michael Gates his Tandem 1 instructor rating.

Carried

**Motion:** by Michael Robertson, 2nd Owen Jones

- To grant Canadian equivalency to USHGA basic instructor rating provided they meet extra Canadian requirements and pass HAGAR exam and be an HPAC/ACVL member.

Carried

**Motion:** by Ron Bennett, 2nd Craig Jones

- To support Michael Solaja to undertake a comprehensive analysis of towing standards.

Carried

**Motion:** by Craig Janes, 2nd Michael Robertson

- That the HPAC/ACVL accept the instructors ratings issued by Heinz Hefti to; Bernadette Younk, Rick Robinson, Rene Marion, Claude Fiset and Denis Bigeault providing they meet all the other requirements.

Carried

**Motion:** by Bernadette Younk, 2nd Francois Dussault

- That Claude Fiset be grandfather'd for his Senior Instructors rating

Defeated

**Motion:** by Bernadette Younk, 2nd Michael Robertson.

- Mike Solaja be given his Tandem 1 certification.

Carried

**Motion:** by Rick Hunt, 2nd Michael Robertson

- That Heinz Hefti's Instructors certification be temporarily revoked while allegations concerning him are under investigation, and that a letter advising him of this action be sent from the HPAC/ACVL Instructors Committee Chairman.

Carried

**Motion:** by Ron Bennett, 2nd Craig Janes

- That Michael Robertson be given his hang gliding Tandem II certification.

Carried

**Motion:** by Michael Robertson, 2nd Gus Larson

- That as the Tandem 1 endorsement has been awarded to Micheal Solaja and Claude Fiset, that the same be extended to Bernadette Younk and Denis Bigeault

Carried

**Motion:** by Barry Bateman, 2nd George Thibault

- That the AIR magazine circulation be increased from the current 4 issues to 6 issues per year.

Carried

**Motion:** by Barry Bateman, 2nd by Craig Janes

- That the AIR magazine production be increased to 1000 per issue, the increase in production being offset through bulk postage therefore allowing it to be distributed to all HPAC/ACVL pilots (including Quebec). Defeated

**Motion:** by Wayne Bertrand, 2nd Michael Robertson

- That all relevant HPAC/ACVL information, directives and reports be sent to the Editor in Quebec so that it can be printed in the Quebec magazine.

Carried

**Motion:** by George Thibault, 2nd Gus Larson

- That Rick Miller be awarded his Master (Level 5) rating.

Carried

**Motion:** by Jacques Fontaine, 2nd Bernadette Younk

- That Jachinthe Dupruis be award her Master (Level V) rating.  
Carried

**Motion:** by Rick Hunt, 2nd Gus Larson

- That Fred Wilson be awarded his Master (Level V) Rating.  
Carried

**Motion:** by Barry Bateman, 2nd George Thibault

- That each committee chairman and each Province be allowed one vote each (max 17 votes) so that those who work on behalf of the HPAC/ACVL are allowed to vote on their recommendations and also to prevent vested provincial interest from influencing HPAC/ACVL decisions.

Defeated

**Motion:** by Mike Reibling, 2nd Craig Janes

- To hold the hang gliding Nationals at Eastend, Saskatchewan.  
Carried

**Motion:** by Ron Bennett, 2nd Francois Dussault

- To allocate \$500 to Mike Reibling to cover initial cost of hosting the HG nationals.

Carried

**Motion:** by Ron Bennett, 2nd Wayne Bertrand

- To increase the HPAC/ACVL membership fees from \$58.00 to \$60.00

Carried

**Motion:** by Barry Bateman, 2nd Wayne Bertrand

- To have a uniform HPAC/ACVL membership fee and structure throughout Canada.

Carried

**Motion:** by Ron Bennett, 2nd Rick Hunt

- To adopt the amended Instructors Certification standards as submitted by Ron Bennett and Wayne Bertrand.

Carried

**Motion:** by Fred Wilson, 2nd Rick Hunt

- To increase the administrators fee by \$1.00 per member.

Carried

**Motion:** by Craig Janes, 2nd Rick Hunt

- That a bid by the Cochrane club to host the paragliding nationals be accepted.

Carried

**Motion:** by Stewart Midwinter, 2nd Owen Jones - That Stewart Midwinter be allowed to create an HPAC/ACVL World Wide Web page.

Carried

**Motion:** by Fred Wilson, 2nd Rob Leslie

- To allow HPAC/ACVL official observers to witness flight - To fund the Canadian world teams with the accumulated \$5 per pilot world team fund collected at sanctioned meets over the appropriate two year points standing period.

Carried

**Motion:** by Mike Reibling, 2nd Rick Hunt

- That sanctioned meets not be awarded to meet organisers until all HPAC/ACVL meet sanction requirements have been met.

Carried

**Motion:** by Ron Bennett, 2nd Rick Hunt

- To appoint Glen Derouin as Ratings Committee Chairman, if he will accept the position.

Carried

**Motion:** by Ron Bennett, 2nd Gus Larson

- To nominate Bernadette Younk as HPAC/ACVL Vice President

Carried

**Motion:** by Fred Wilson, 2nd Owen Jones

- That the HPAC/ACVL administrator acquire an Email address.

Carried

**Motion:** by Owen Jones, 2nd Bernadette Younk

- That \$1500.00 be allocated to purchase a scanner and fax/modem to allow the HPAC/ACVL administrator to receive Email and to upgrade the HPAC/ACVL office.

Carried

**Motion:** by Fred Wilson

- To have HPAC/ACVL interim meetings. Motion not seconded, died

**Motion:** by Fred Wilson

- To allocate funding to send a representative to CIVL meetings

Motion not seconded, died

**Motion:** by Michael Robertson, 2nd Craig Janes

- To appoint Armand Acchione as Transport Canada Liaison Carried

**Motion:** by Michael Robertson, 2nd Owen Jones

- To allow Armand Acchione to attend Aero Club meetings on behalf of the HPAC/ACVL when they are in the general area of his residence.

Carried

**Motion:** by Gus Larson, 2nd Barry Bateman

- To remove the Aerospace directors position.

Carried

**Motion:** by Craig Janes, 2nd Gus Larson

- To adjourn the 1995 HPAC/ACVL AGM

Carried