

The Flatland Flyer

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MHGA



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Retrospective

As I sat down to write this edition of *The Flatland Flyer*, I realized that it was exactly two years ago that I resurrected this newsletter. Wow! Where does the time go? I don't know how widespread the readership is, but the feedback I have gotten has been positive and encouraging. Of course, I'm always looking for stories to include with each issue, so if any of you have any ideas or even stories you'd like to see published in this space, be sure to let me know.

So now, how was 2005 for you? For me, it wasn't as bad as 2004, but not as good as it could have been. On the plus side, I doubled my number of flights and my airtime over last year. I think I can attribute that to my getting into aerotowing this year; there were several times when we didn't have either a tow vehicle or enough pilots out to crew a platform operation. Don't get me wrong, I enjoy platform towing too because there are usually four or five of us and we always have a good time. But when everybody's busy and I just gotta get my fix of airtime, Steinbach is just a short drive away; and Barry and Bruce are there to tow me up just about every weekend during the summer. And then, there was the lousy weather; June and July were probably the wettest in years. There were no epic flights this year and certainly no cross country. So maybe next year will be a better year: more flights, more airtime, some cross country.

In the hope that next year will be better, let's start getting ready for the new year and new flying season. In this issue, Quinn provides us with a list of the various types of pilots as he sees them; let him know which type of pilot you are so that he'll know who to call to go flying <grin>. You could also get ready to participate in some of the activities mentioned below in "What's New For 2006?" I know that this issue is rather short, but it is the dead of winter and not much flying is going on right now. So have yourselves a Happy New Year and then come out to the meetings and other club activities. Let's make 2006 a banner year for hang gliding in Manitoba!



Hang Gliding in MB – The Rebuilding Stage

by Quinn Cornwell

Over the last couple of years, I've slowly moved up in the ranks from beginner pilot (who is that guy?) to a more frequent flyer (call Quinn, he'll come) to a volunteer for our sport (Safety Rep, Event Organizer). I guess it's pretty easy to work your way up when there is only one person willing to take on the new position. But if I can contribute, I'll try despite my in-experience.

So I've been thinking of ways to do this (rebuilding) and right now, as I see it, the best way is to filter out the types of pilots we have here in Manitoba. The good thing is we'll know where to look and who to find right away in terms of flyers, Valley goers, etc. The bad thing is that I don't expect the list to be very big with regards to some of these categories. But maybe it will build in time. Of course we have an unofficial list (word of mouth) but it would be nice to see some names and numbers just in case. This all builds into the new MHGA web site I plan on eventually re-designing.

Right now, as I see it, we have a couple of types of pilots and I'll define them from my perspective:

Type: Qu'appelle Valley pilot

Defined: You are willing to participate by driving out, flying, and would deem yourself a regular to go to the Valley (more notably on long weekends). So if you would like to know when guys are going to the valley, you would be added as a candidate for the list.

Type: In province competitive/event pilot

Defined: If someone was to hold an event in the province, be it a fly-in or a friendly competition, you would like to be involved either by

volunteering or being in the event. Understandable that the Neepawa people might not want to drive to Stead or vice versa. This would be nice to know for the record so we have a list ready to use when an event is planned.

Type: Out of province competitive pilot

Defined: As a pilot, you would be willing to travel outside the province to go to an event (Nationals, Miles in May, etc). This might even mean heading down south if you were really adventurous. Some people never want to fly anywhere but home.... We'll keep you off the list.

Type: Recreational pilot

Defined: You are very limited to when you fly or where you fly. Example, you will only platform tow at Stead on a day where the moon is in its Waning Gibbous stage. This might be a little too picky but basically, you have a wife and kids or you are very busy and rarely fly or you only fly in one spot. There might be some more criteria for this type but the basic idea is there.

Type: Ex-communicated

Define: You used to fly, but don't anymore. Some expressions that come to mind are 'Don't call me, I'm never coming out again' or 'I've been the winch monkey for way too long, you guys can go f* yourselves' or 'sorry, my wife programmed me to say no'.

So right now, those are the types I have. Reading this now, you might be able to classify yourself into one or more of these types. Great! We'll get you down and if you change your mind, we'll change the list. If you have any suggestions or know of a different type of flyer, let me know. I'll assume the beer drinking type is in all of the above and that the definition is self explanatory but if you are still unsure, go ask Gerry G. He'll tell you all about it. I'll be working on the list over the winter and may be contacting people to see where they are at on the list. If you want to make my job easier, email me what type(s) of pilot you are.



Quinn

What's New For 2006?

by Gilles Normandeau

It looks like there is going to be lots of activity in 2006. Early in the new year, a few of us want to get together to learn more about using our GPS's in competition. Then, we are planning a chute inspection and packing clinic sometime in late February. Quinn and I have been tasked with planning a provincial competition in the spring to make use of our GPS's. This is of course all leading up to the "Miles in May" towing meet in Alberta followed by the Canadian HG Nats in Vulcan, Alberta in June. Stay tuned to the MHGA and HPAC newsgroups on Yahoo! for more details as they become available.

Clear!



And that concludes another issue; I hope you enjoyed it.. *The Flatland Flyer* is published four times per year, in March, June, September and December. If you have any comments or questions, send them to gnormand@mts.net. Better yet, send me some of your flying stories and photos so I can publish them in this newsletter. Till next time, fly high, fly far, fly safe... CLEAR!
