

Hang Gliding (ONLY) Subcommittee Minutes - Friday 20 February

Dennis Pagen, Chair. Members present: John Aldridge, Heather Mull, Jose Sanchez, Koos De Keijzer, Oyvind Ellefsen, Niels Askirk, Klaus Tanzler, Stéphane Malbos, Raimund Kaiser, Kuepfer Chrigel, Giovanni Vitola-Sutter.

Observers present: Rob in'T Groen, Christof Kratzner, Regina Glas, Primoz Gricar, Raymond Caux, Wayne Sayer, Dieter Meyer, Corinna Schwiegershausen

3. Safety & Training incident reporting form

A revised incident reporting form, circulated by the S&T Subcommittee (and included in the Agenda pack) should be reviewed and suggested modifications or amendments relevant to HG should be noted and returned to the S&T SSC. It is proposed to make the form mandatory for Cat 1s and recommended (later mandatory) for Cat 2 events.

Oyvind Ellefsen will review the form for review before the plenary.

7. S7A, 2.4.2 The Total Period - amend heading to read "Duration of Championship", replace existing wording with "The total period of the championship shall not exceed 14 days, including the opening and closing ceremonies. The point was raised with reference to whether practice days are included in the total number of days. It should be included in the Local Regulations that pilots cannot fly the practice task unless they are registered. This should ensure the organizer has correct emergency details.

13. S7A, 3.2.2 Host Nation Team

After "top nation" in the second line insert "except that they may not enter males as substitutes for females with places allocated under the X+2 rule (3.2.5)".

Action: JA to ensure it doesn't conflict with S7 rules. Passed

20. S7A & B 3.4.2 Eligibility to Compete

Both sections require that a pilot should have placed at a certain level in the 3 years before the meet. They might not have flown a comp since. Is this a sensible qualification? The topic should be discussed on the mailing lists and was deferred to a future meeting.

25. Austria Proposal: Reduced costs of Cat 1 Competitions

Thomas B: There should be fixed entry costs for Cat 1 competitions.

JA: Different costs in different countries.

MS: Different sponsorship opportunities in different countries.

JA: Delegates are encouraged to assess bids, to consider value for money, what is included in package, and ask questions.

HM: There will probably be no more Cat 1 competitions in Europe if this restriction is placed on organisers. There is also a growing requirement for pilots to have media coverage for their sponsors, which has to be paid for.

DP: Of course pilots want cheaper competitions. Competitions that were quoted showed a failure on CIVL to properly assess budgets in the bid.

JA: John asked why the entry fee for the Austrian PG Europeans was double what was being proposed now.

Raimund Kaiser agreed that the proposed figure was not possible for Cat 1 events.

Action: Delegates should get feedback from their pilots regarding priorities, and relate them to the bids.

27. Australia Proposal 2: Scoring of Stopped Tasks - S7A Ch 5.5.8.

There was a lively discussion. Any stopped task produces some sort of skewed result. The proposal with 1hr or 1 person goal was voted on, moved HM, 2nd Koos. In favour 2, against 6.

French moved, JA 2nd to amend the proposal to 1.5hrs. 6 for, 2 against.

A task which has been stopped but not cancelled shall be scored if at least one and a half hours has elapsed since the first valid start is taken by a competing pilot OR at least one pilot has achieved goal. The score back time is equal to the time between the start gate windows or a minimum of 15 minutes in the case of a single start gate task. This will be applied to all pilots whether in goal or not.

28. From Greifenburg Steward Report. During the championship a rule was set that makes it possible for the meet director to specify a height limit for crossing the start line, to improve safety (avoids cloud flying) and fairness. CIVL should consider whether to implement this or a similar rule in the Sporting Code.

JA, 2nd HM: The Local Regulations for the Laragne HG Worlds should be amended to provide rules to allow the MD to impose height limits at the start gate, subject to the Bureau being satisfied by the WG of the joint HG/PG SSCs that height limits can be fairly measured. Passed unanimously.

29. Paragraph 2.17.11 Maximum Wind Speed. This paragraph from the stewards report in Monte Cucco states that the organiser shall include in the LRs a reasonable wind speed in which a task may be flown.

Suggest to change this rule to a reasonable wind speed in which launching can be carried out. It will be difficult and not really useful to make ruling about the wind speeds in long tasks.

The rule was put in because of accidents in championships so the rule was left as it was.

30. S7A, 1.6.12.5 Crossing the Finish Line - delete words in parenthesis.

Passed

31. S7A, 2.3.6 Practice Event - add new paragraph:

Organisers of all practice events (including Pre-WAG) are to apply for Category 2 status for these events (Chapter 4).

Passed

32. S7A, 2.22.2 Multiple Class Events - in line 3 delete "with the same tasks and launch points"

Passed

33. S7A, 2.24.5 Other Launch System Proposal - in first line delete "start" and insert "launch".

Passed

34. S7A, 2.24.6 Take-off "Push" system

Add additional sentence to first paragraph "No pilot may move into a start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed".

Passed

35. S7A, 2.26.1 Failed Take-off - in second line after "but" insert "if a ground start has been specified".

Passed

36. S7A Chapter 3 Maximum Entry - in second line after "6" insert "except that where 3.2.5 applies it may be 8".

Passed

37. S7A, Chapter 3 Entry to 1st Category Events

Amend to include the following for events where entry is limited by site considerations:

- a. The qualification criteria are defined in the Local Regulations. The criteria are adjustable according to the standard of the competition (a 1st Category World event can be very different to an Asian one) and take into account the site capacity and the number of pilots wanted. This is done by adjusting the qualification level e.g. top 500, 1000, 2000, etc of the WPRS or 60, 80, 100 km goal flight in Cat 2 competition).
- b. LRs must specify the maximum number of pilots per nation, the maximum number of pilots per team specified in S7A is 6 (or 6+2).
- c. The allocation of places starts with: X (+2 female if appropriate) to all nations; X to be decided by the Bureau after discussion with organiser and steward. If places are still available at a deadline given in LRs these are offered in the nation WPRS order to those nations who have already entered X. If that round is completed and places are still available another round commences until the maximum entry is reached. If any round of allocation is incomplete then the pilots entered in that round are not considered to be part of the national team. If any nation gets places for more than the 6 (or 6+2) maximum team size then those additional pilots are also considered as individual entries.
- d. Where a reallocation process is part of the entry rules the date for pilot qualification to be complete is to be the same as the date for commencing reallocation.

Moved JA, 2nd GVS. Passed unanimously.

Action: JA will examine whether changing it to X+Y will have ramifications beyond here.

38. S7A, 3.4.2 Eligibility to Compete

Add further bullet point: Or Placed in the top 2/3rds of pilots in a women's world championship during the 3 years prior to the Category 1 championship.

Passed

39. S7A, 3.4.8 Procedure for Checking

Delete "will" in first line and replace with "is to".

Passed

40. S7A, 5.5.8 Scoring of Stopped Tasks

Add to end of paragraph "Score back time will be applied to all pilots, whether in goal or en route to goal but this will not cause a task not to be scored if a pilot has landed in goal before the task was stopped."

Passed

41. S7A, 5.6.2 Number of Scores to Count - delete all wording after "score is" in first line of second paragraph and insert "three".

Passed

42. S7A, 11.1 Procedure - After the first sentence insert "For 1st Category and practice events the senior CIVL official present is responsible for providing this report."

Passed

43. S7A, 12.2.5 Rescue Parachutes - move explanatory notes under 12.2.2.

Passed

44. S7A, 12.2.6 Competing Gliders - Change header to higher level **12.3 Airworthiness of Competing Gliders** and renumber the 3 subparagraphs.

Passed

45. S7A, 12.5 Penalties - include as subparagraph under **12.4 Ballast**.

Passed

46. S7A, Chapt 9 Annexes to LRs proposed by Heather Mull - FAI approval sought.

Tabled

47. S7A, 16.2.4 Registration of GPS Units - delete first 3 words of paragraph and replace with "The Local Regulations may require all competitors to lodge".

Passed

48. S7A, 16.3.1 Size of Sectors - add at end of paragraph "or at task briefing".

Action: AG to add to the task setting part of guidelines for organisers. Passed

49. S7A, 16.3.2 Accuracy of GPS Sectors - replace error margin of 0.5% with finite margin.

Tabled

50. S7A, 16.5.7.3 Early Start - specify that the time penalty will be applied by shifting the pilot's track log time by the amount of the penalty. This is to ensure that, firstly the pilot loses any lead bonus, secondly that in the event of a stopped task the pilot is not allowed to fly for a longer time than those pilots who started at the correct time.

This is taken care of by the FS scoring system

51. S7A, 16.5.8 Airspace Infringements - change header to "Altitude Infringements" and insert "or briefed altitude limits" after "airspace or cloud".

Passed

52. S7A, 16.6.1 GPS Equipment - delete "from 1st May 2009" from line 4.

Passed

53. Review 4 bids for 2011 World HG Championships from:

Italy, Australia, Turkey & Germany.

No bids received for European HG class 2 & 5 and Women's class 1 championships.

54. Review of pitch stability - sprog setting measurements.

Members who have formal voting rights in this meeting: AUT, AUS, GUA, NED, NOR, SUI, UK, ESP, DEN, FRA.

Measuring is a time-consuming process and needs specialised personnel. It is not always possible to have such people available. There are liability concerns to consider. Christoph Kratzner explained how DHV measures sprogs. Pilots have appreciated the opportunity to measure their sprogs without penalty but now there should be a move towards enforcing this safety issue.

Max Bishop from FAI gave an opinion that stewards may have liability if they check sprogs and do not force the pilot to correct their glider, but CIVL also has liability by doing nothing.

C Kuepfer stated the Swiss would be unsatisfied if they came away from this meeting with nothing decided - 2006 a working group was formed. 2007 measurements were proposed. 2008 measurements were taken. There was some feeling CIVL was making no progress.

A working group was formed of Koos de Keijzer, Dennis Pagen, Klaus Taenzler and Gerolf Heinrichs, Raymond Caux, and the FAI lawyer. They will make a report to the HG SSC before being passed through the Bureau in time for the Le Chabre HG Worlds, in 20th June 2009. The guidelines will be finished 1 month before the start of the competition.

The working group will cover:

- The next step to ensuring that sprog settings are at a level we can consider to be safe.
- The WG will decide the method of measurement, what comps and how the measurements will take place (ie only cat 1, or as many meets as possible)
- Who will do the measuring.
- How will the training occur.
- How will we limit liability.
- What method the WG will recommend to ensure we increase safety
- What penalties will there be, if any.
- When will the measuring will be done/how will it be implemented.
- Decide what to do with prototypes

NB. This WG subsequently bound by proposal made to include in LRs for World HG Championships in Laragne. See Annex 2 of Plenary minutes.

This committee had the additional issue of selection numbers for the World Meet team sizes. The committee was contacted twice by email and there was no response by the committee members.