

# FAI International Hang Gliding Commission (CIVL)

## Annual Meeting, Copenhagen, Denmark. March 5-7 1999

**Secretary's note:** *proposers and seconders of non-controversial motions have been omitted in the interests of brevity. Papers which accompany these minutes as annexes carry the same number as the related minute. Abbreviations: HG = hang gliding, PG = paragliding, IOC = International Olympic Committee, NAC= National Aero Club, PWC = Paragliding World Cup, WHGS = World Hang Gliding Series.*

*These minutes are recorded here in the order of the agenda circulated before the meeting. This differed from the order of business.*

The meeting was opened by the President, Olivier Burghelle, at 10.10 hrs.

### 1 Welcome and roll-call, proxies and apologies for absence

Delegates, Alternates and Observers were welcomed to the meeting and all credentials approved. Twenty-one votes were verified. Norway had elected Finland to carry the Icelandic proxy. Countries represented were:

Australia, Austria, Denmark, Finland, France, Germany, Greece, Italy, Iceland, Japan, Liechtenstein, Netherlands, Portugal, Russia, Slovak Republic, , South Africa, Spain, Switzerland, Turkey, United Kingdom, USA. Slovenia had an observer present.

The FAI was represented by Thierry Montigneaux and Srecko Medven (WAG Managing Director)

Apologies were received from Belgium, Canada, Norway, Sweden

Henrik Knudsen, General Secretary of the Royal Danish Aero Club, welcomed CIVL to Denmark.

**See attached list (Annex 1) for full list of attendance.**

### 2 Minutes of last meeting (Portugal, 1998)

The minutes were approved unanimously

### 3 Matters arising from minutes of last meeting

There were no matters arising that are not dealt with under the relevant agenda item.

### 4 Approval of current agenda

The agenda was approved unanimously

## **5 FAI activity report**

Thierry Montigneaux presented a brief report on the FAI's activities during 1998:

- The move to Switzerland was completed on December 1. All systems are now installed working, but there are still many details to complete. Lausanne is now the 'World capital of Sports' and it is good to have FAI presence among almost 20 international sports organisations there.
- Eilif Ness was re-elected as President for an exceptional fifth year, but the Bureau is new.
- Electronic mail is increasingly important for distributing information.

## **6 Report on CIVL activity during the past year**

President Olivier Burghelle presented his extensive report which is **Annex 6** to these minutes. He added that he hoped that all Delegates and other interested people will subscribe to the FAI /CIVL website forum.

## **7 Reports of Subcommittee Chairmen**

### **7a Hang Gliding Competitions, Dennis Pagen (See also Annex 7a)**

The following local regulations are currently being checked: 1999 Italy (final details), 2000 European Austria, 2000 Women's World, 2000 Speed Gliding, Greece.

More publicity is needed to encourage **Class 2 entries at the World Championship in Monte Cucco** this summer. All delegates are asked to make sure that potential competitors know that there will be a Class 2 Championship.

Team sizes: Class 1, 6 per nation; Class 2, 4 per nation.

The report was adopted unanimously

### **7b Paragliding Competition, Howard Travers**

The group had checked the Local Regulations for the World Championships in Bramberg, Austria. No problems, but clarification of the procedure for implementing the load-test rule is required. Burghelle will circulate a letter stressing that the rule will be applied and reminding all competitors of their responsibility to have the required certificate when registering.

Travers presented the results of the Group's work in the form of a paper (See Annex 7b) to these Minutes. The main proposals are:

1. form a sub-group of 5
2. establish an open forum on the FAI website
3. produce firm proposals for CIVL 2000
4. encourage and monitor trials of GPS at the World Championships (only pilots who volunteer may participate, and results to be strictly confidential).

The paper was accepted unanimously

### **7c Records and Badges**

Stewart Midwinter was unable to attend, but sent his apologies. In e-mail discussion with the Secretary he indicated that he was in conference with individuals in the USA concerning the matter of the height loss permitted during record attempts.

### **7d Flight Verification, Per Arne Soldal**

Travers presented Soldal's verbal report:

Software updates can be a problem when applied to instruments with existing approval. The Group is trying to decide what changes may be permissible before full re-submission is necessary. The introduction of GPS interfaces is the main cause of such updates.

### **7e Safety and Training, Klaus Tänzler**

Tänzler reported increasing concern about pressure on airspace. Euro Airports are pursuing our rights, backed by legal advice.

The results of the deliberations of the Working Group were circulated (Annex 7e.1 & 7e.2) were presented. They cover minimum pilot qualification for Category 1 events, requirements for safety in task setting and suggested revisions to standards for emergency medical provision. The group also endorsed the strength requirements agreed for paragliders at the 1998 CIVL meeting.

Italy proposed an amendment to the effect that in Category 1 paragliding events only fully certified gliders should be accepted. Japan seconded the amendment. There was substantial interest in the concept, but the meeting supported the President's opinion that it is too early. The amendment failed 16-4 with 1 abstention. The Working Group's paper was accepted 20-1.

This section of the meeting also dealt with the Austrian/German paper proposing design limitations for Class 1 hang gliders, (Annex 4 to the original agenda) with the object of discouraging dangerous modifications. The Working Group proposed that it be presented to the meeting unaltered.

After discussion Meadows (USA) proposed that the paper be withdrawn. Seconded, South Africa. The meeting voted 15-6 to withdraw the paper and send it to the Hang Gliding Working Group for further development.

Tänzler also introduced an excellent film produced by the DHV, dealing with accidents caused by failure to secure leg-loops on paraglider harnesses. Master copies are available upon which other countries may dub their own commentary. This was very well received.

### **7f Business, Sepp Himberger**

Himberger outlined the situation: FAI is attempting to improve its finances. this involves more expense for organisers. there are now contracts for rights to televise etc. However, there are established competitions , e.g. Bramberg (PG) and Italy (HG) where contracts have already been made which are outside FAI guidelines. Such contracts should stand, but we recommend that inform CIVL President before agreeing media coverage in detail. This also applies to Speed Gliding.

For events awarded after this CIVL Meeting, we have to adhere to FAI requirements for contracts for Category 1 events. At this time it is impractical to apply them to Category 2. An FAI Committee is looking at the whole situation. The aim is to produce contracts which show good faith on both sides. Guideline contracts will be produced for next CIVL meeting in 2000.

Srecko Medven (WAG Coordination) added some clarification.

Himberger's report was adopted unanimously

### **7f/1. Insurance, Sepp Himberger**

Insurance is increasingly important for all involved in flying sport: third party insurance essential for everyone; pilots, tandem pilots, instructors, etc. also for organisers. It is also for participants to have cover for use of the emergency services because the authorities are becoming reluctant to pay for these from social funds.

Insurance is a good tool for making national associations attractive.

It is necessary to have a big international company to provide the reliable world-wide cover we need. One such is CIGNA, with whom we have had contact for a couple of years. They are the 7<sup>th</sup> largest in the world and are committed to globalisation. They are represented in most countries. Details of local offices are available on their website:

<http://www.cigna.com/international/locations.html>

Burghelle informed the meeting that we are negotiating via FAI for insurance for officials.

### **7g Sporting Code, Section 7, Noel Whittall**

Unfortunately considerable time had been lost displaying the revised version on the FAI website, so delegates had not really had sufficient time to appraise it. Also, many had experienced difficulty in extracting the annotations and commentary which make the alterations easy to see.

No vote was required.

### **7h Environmental affairs, Riikka Vilkuna**

Activity increasing; there are one or two volunteers at present, but more are needed.

Dubach and Tänzler commented that studies have been made and there is already a lot of material dealing with the impact of airports on the environment, but much of it is in German. Vilkuna repeated her appeal for volunteers from all countries.

### **8 Subcommittee Chairmen for this meeting**

Timetables for the necessary meetings were established. Reports are covered in Minute 15.

### **9 PWC activity and development report**

Burghelle reported that:

- the points system has been revised
- PWC will probably adopt the GAP scoring system
- pilots may now score a higher number of tasks (i.e. fewer discarded rounds)
- tasks were to be set by a committee consisting of meet Director, Technical Delegate and two elected pilots. The decision is required to be unanimous.
- a revised system for arrival at goal has been devised. The line must be cut twice; the time is taken on the first cut and a turnpoint then rounded before goal is attained on the second cut.
- the number of competing pilots is reduced to 110.
- air start with ground clock is to be used more
- an English-speaking emergency doctor is now mandatory at all PWC events

Dubach (Switzerland) asked why there were no PWC rounds scheduled for Switzerland or Austria. The answer is that no organisers had come forward.

## **10 Revision of Championship calendar schedule (see Annex 2 to Agenda)**

This is a proposal from Switzerland to discontinue European Championships in favour of annual World Championships and to rationalize elements of the Championship programme, taking into account the frequency of World Air Games.

After general discussion the motion was put to the meeting. For: 2, against 17, abstentions: 1. The motion failed

## **11 Review of 1998 Championships**

### **11a European Hang Gliding Championships, Low Tatra, Slovakia**

Noel Whittall reported that this had been a well-organised and well-supported event. See Jury president's report, Annex 9b to these minutes.

### **11b European Paragliding Championships, Piedrahita, Spain**

Jorge Oliviera reported that this was generally a good event. Unfortunately there had been a fatal accident resulting from a mid-air collision. This is still under investigation and CIVL/FAI has not yet been allowed access to official documents. Observers have expressed concern about the apparently slow evacuation of the injured pilots to hospital, but there may be explanations for this.

### **11c European Female Championships, Hang Gliding, Hungary**

Riikka Vilkuna reported that this tow-launched event had been a well-run competition, but that the entry had been rather small.

Burghelle commented that specific guarantees about the quality of rescue and emergency services at the World Air Games sites would be required from the Spanish organisers.

## **12 Presentation of FAI Airsports Medals**

President Burghell presented the FAI Airsports Medal to Mr Marian Zima, on behalf of FAI and the Slovakian Aero Club in recognition of his leadership during the 1998 European Hang Gliding Championships. Mr Zima accepted a further medal on behalf of Mr Vladimir Sotak for invaluable service to the same event.

## **13 Accounts and budget, Jim Bowyer**

The Treasurer reported a good situation, but we will need to spend more in future. CIVL will meet the cost of championship medals in year 2000, but after that the cost will be the responsibility of the organisers. Our printing costs had reduced because of increased use of e-mail and the web. There are still some

receipts expected, but basically CIVL is financially sound provided we remain careful.

#### **14 CIVL Promotion and publicity, Sarah Fenwick**

Fenwick reported:

- CIVL Info will go directly onto the Web in future, although a printed version may still be produced
- Several press releases had been sent, mainly concerned with the CIVL Ranking Scheme
- The Website is a good working tool, but more input is needed.
- sales of IPPI cards remains good. Discounts are now available for large orders.
- The Ranking Scheme is fully operational. A total of 1121 pilots have registered, but some have already been deleted because they have become inactive. current figures are: HG Class 1, 467. HG Class 2, 6. PG 490. There have been teething problems, but it is now working well.
- The Serial Class of PGs will be treated as a separate competition for ranking purposes.
- She had been involved with the question of organisers arranging media rights. The difficulties are being overcome.
- A special effort to educate the media will be made before the World Air Games (2001).
- We have to look more closely at changing competitions so that they suit media interest more.

The report was accepted unanimously

#### **15 Updates and reviews of Local Regulations**

**15a Hang Gliding Europeans Austria, 2000** Local regulations Jim Bowyer

**15b Paragliding Europeans, Germany, 2000** Local regulations Zlato Vanic

**15d World Paragliding Accuracy Championships, Britain, July 2000** Local regulations Riikka Vilkkuna

Following decisions at 1998 CIVL and consultation with FAI General Secretary, it was still undecided whether this could or should be a World Championship. Messrs Cowley and Godfrey, representing the BHPA made a presentation. they outlined existing international support, the local requirements etc. The draft Local Regulations were circulated.

Vilkuna explained CIVL's position: we are concerned that it is too close to parachuting accuracy and would like greater flying content. Burghelle stated that FAI recommended that the event be run as Category 2 (e.g. *World Cup*) rather than being a Championships. However, he acknowledged that there was a demand and we should not be obstructive.

Later in the meeting two votes were taken:

1 World Cup or full World Championship status?

11-5 in favour of World Championship, with 3 abstentions

2 Britain to hold the event

Unanimous in favour

Whittall will add the required note to the redraft of Section 7

BHPA will advise FAI of dates of a Pre-World event to be held in 1999, for inclusion in the Sporting Calendar.

**15e World Speed Gliding 2000, Greece, Dennis Pagen**

The programme is on schedule. Experience will be gained at the Pre-Worlds this summer.

**15f World Air Games 2001, Spain, Srecko Medven**

The WAG organisation was represented by Medven and Roland Hilfiger, and the HG/PG activity by a strong party from Spain headed by Salvador Mogas Filva (HG) and Juan Morillas (PG).

Olivier Burghelle, Flip Koetsier and Urs Dubach will act as is CIVL Liaison officers, with Sarah Fenwick as media consultant.

The schedule is now arranged: Opening ceremony at Seville, June 23, closing at Jerez, July 1. HG/PG can start the week before the opening ceremony and will be centered on Alcondonales, which has been used for competitions before. Nearest main City is Granada, where all possible medical facilities are available. Helicopter with full medivac service will be available on site throughout the competition. Local Regulations will be ready by 2000 CIVL meeting. It is confirmed that Speed Gliding and Class 2 HG are provisionally included.

**WAG joint venture in media, marketing and merchandising.** Medven presented this enterprise whereby Commissions are invited to share the initial expense of marketing the WAG in return for a share in the potential profits. The suggestion is that we forego the sanction fees, making them a speculative investment rather than the guaranteed receipt they would normally be.

Discussion followed. The Treasurer indicated that we could afford the investment. the precise figure will be decided by CIVL and will relate to the number of events sanctioned.

The motion to participate was carried unanimously

**15g WAG HG** Local regulations Flip Koetsier

**15h WAG PG** Local regulations Howard Travers

**15i WAG Speed Gliding** Local regulations Dennis Pagen

**15j World Games, Akita, Japan.** Liaison Olivier Burghelle, local regulations Dennis Pagen. This will be a small event for invited Speed Gliding pilots only. Because there are no suitable hills in the Akita Prefecture, tow launching will be used. A CIVL inspector will visit potential sites before mid-April.

## **16 Final preview, 1999 events**

### **Paragliding World Championships, Pinzgau, Austria**

Thomas Mächtel stated that there was still discussion about the number of practice days, but everything else was in order. Team size: 6+2

Jury: Mächtel, Oliviera, Whittall

### **Hang Gliding World Championships, Monte Cucco, Italy**

There have been some changes among the personnel of the organisation, but the problems are overcome now. Class 2 to be included. Team size 6 (Class 1), 4 (Class2)

Jury: Thomas, Vanic, Bowyer

### **Speed Gliding Pre-World. Mt Olympus area, Greece**

Dennis Pagen outlined the programme. There will be a soaring event as well as the Speed Gliding, but it will be contained within a small area, with goals at several local villages. Designed to be attractive to media. Pagen appealed for as much support as possible so that good experience can be gained ready for the Speed Gliding world Championships in 2000. Lilian Le Blanc, for the organisers, announced that they now have an active website.

## **17 Reports from Technical Working Groups**

(Most business under this heading is recorded in other minutes (mainly 15).)

### **17b Safety and Training (Klaus Tanzler)**

As certification of aircraft and equipment used in competition becomes increasingly important, it is necessary for CIVL to decide which testing authorities are to be recognized. Tanzler suggested that Angus Pinkerton (Chairman of the CEN HG/PG Committee) be asked to approve applicants.

Approved unanimously

### **18 Scoring Systems**

All business under this heading is recorded in other minutes (mainly 19).

### **19 Scoring and Ranking Systems, Michael Zupanc**

Trials with GPS flight tracking systems using simple instruments (e.g. Garmin 12) in Australia had been encouraging. They were quick to download to a PC but the software was still being refined. It is proposed to run further demonstration trials at Cat. 1 Championships this year. These will be strictly for test purposes and the results will be confidential.

RACE 4 (see also Minute 24) is very promising. It is easily customised and can incorporate different scoring formulae without difficulty. It will overcome the shortcomings of the earlier versions.

GAP scoring system has an image problem! There will be a users' forum on the FAI website to help. Zupanc is re-writing the GAP information document to explain its intricacies.

The report was accepted without vote

### **20 Sporting Code, Section 7, Noel Whittall**

To include the detail changes affecting safety, Whittall will continue to make small adjustments to the draft which is now circulating, prior to final adoption on 1 May 1999. Comments for consideration are invited until 6 April.

### **21 Guidelines for organisers**

Burghelle presented the English-language draft, as translated from French by Sarah Fenwick. There are more chapters to come. At present it is oriented towards PG because it originated within PWC. The final version will show the differences which are needed for HG.

### **22 Advance notice of intention to bid: Championships 2002 – on**

HG Women's Worlds, 2002: USA, Chelan, Washington State

HG World Worlds, 2003 USA; site to be decided later

PG European, 2002; Italy

PG Accuracy: 2002; Britain

PG Worlds, 2003, France, Chamonix

## **23 New Competition Formats**

### **23a WHGS/Speed Gliding**

Travers is now Treasurer. He reported a small cash surplus. The accounts are available. Pagen reviewed the past season and looked forward to the 1999 programme. He reported problem with unauthorized events taking place. A big development is the winter Speed Gliding Series which is planned for 1999-2000.

**23b Lokken: Scott Torkelsen** Torkelsen reported that the Beach Air Sports event at Lokken in Denmark (August 1998) had been a success despite poor weather and many of the promised competitors failing to appear. Press and TV coverage had been good. 2,000 spectators arrived. The rules need further refinement.

## **24 RACE program Martin Brunn**

Brunn described the features of RACE 4, a computer program for organisers and competition directors. Earlier versions of the program have worked well, but the new one will fulfil the needs comprehensively. RACE integrates scoring systems, report production, GPS inputs, and can support ranking systems via an add-on module. The prompts and instructions are in English, but it is easy to translate them into other languages.

RACE 4 is being developed at low cost, but even so funds are needed. Response from many countries has been good. Suggestions for improvements are welcomed, but only from organisations which have contributed! CIVL appreciates the value of RACE and Delegates are encouraged to recommend their countries to contribute.

## **25 Pilot Ranking Scheme**

All business under this heading is recorded in other minutes (mainly 14).

## **26 Renaming the English-language name of CIVL**

The proposal from Britain is explained in Annex 5 to the agenda. The object is to include the word 'Paragliding' to more effectively indicate the scope of CIVL activity.

Proposal: In English, CIVL be translated as 'The International Hang Gliding and Paragliding Commission'. Seconded by the Bureau.

The motion was carried unanimously

## **27 New CIVL Logo**

Fenwick reported that other Commissions were finding it useful to have a logo. We had considered it last year, but no real progress. We could either have a

logo or at least standardise the type-style for our name. There was general support from the floor for a logo. An informal vote tasked Bureau to decide.

### **28 CIVL Awards**

No nominations had been received

### **29 Budget 2000-2001**

Bowyer presented his budget. Plenary gave authority to the Bureau to modify it as required to accommodate the investment in the WAG Joint Venture Project.

Accepted unanimously

### **30 Elections of CIVL Bureau**

Vice-President Vasco Raposo indicated that he was retiring. President Burghelle thanked him for his service.

Elections were as follows:

**President:** Olivier Burghelle was the only candidate and was elected by acclamation.

**Vice Presidents:** the following candidates were returned unopposed:

Dennis Pagen (USA); Howard Travers (UK); Riikka Vilkuna (Finland) Michael Zupanc (Australia)

**Treasurer:** Jim Bowyer was elected unopposed

**Secretary:** Noel Whittall was elected unopposed

### **31 Any other business**

Dubach proposed that the PG Pre-world Paragliding event should always be a PWC event.

Jorge Oliviera (Spain) pointed out that this would limit the entry to 110. Dubach stated that flexibility was possible.

Himberger proposed that the matter be put as an agenda item at CIVL 2000. Seconded Tänzler.

Carried unanimously

### **32 Date and venue of next meeting**

An invitation was received from Spain (near Barcelona) , as an alternative to Lausanne, the new FAI headquarters city.

The Meeting voted first not to go to Lausanne, (for, 15; against, 4). Then voted unanimously in favour of Barcelona.

Dates: 24-27 February 2000

**Close**

The President closed the meeting at lunchtime on Sunday 7 March and thanked our Danish hosts for the arrangements.

These minutes recorded by Noel Whittall, Secretary, and approved by Olivier Burghelle, President 16.03.98

List of Annexes

**Annex 1: Attendance List**

**Annex 6: President's Report**

**Annex 7a :Hang Gliding Competition Working Group**

**Annex 7a.1: Proposed process for determination of a glider's class**

**Annex 7b: Paragliding Working Group**

**Annex 7e.1: Safety and Training Working Group**

**Annex 7e.2: Safety and Training Working Group (Re. Sect 7)**

**Annex 7e.3: Safety and Training Working Group (Paraglider line strength)**

**Annex 9b: European Hang Gliding Championships Jury report**

**Annex 6**

## **PRESIDENT REPORT TO CIVL PLENARY MEETING**

Kobenhagen 4/7 March 1999

I would like to welcome all the delegates and for the new comers give you a brief outline of what we are doing here in this meeting.

FAI is a non profit making association whose members are the NACs. The FAI aims are stated in its statutes. among them

- organisation of International competition
- management of the world records
- education
- Safety

FAI is governed by its Statutes and By laws. To be able to work, FAI is composed of 10 Air Sports Commissions (AS C) and the General Air Sport Commission. CASI. There are also technical Commissions.

CIVL is one of these ASCs in charge of Hang gliding and Paragliding. This is the Plenary meeting that happens once a year in February or March and you the delegates and alternates have been appointed by your NAC.

When CASI is in charge of drafting the general Section of the Sporting code, CIVL has to draft the section 7.

CIVL elaborated a couple of years ago the Internal CIVL/FAI Rules that are a combination of the FAI Statutes and by-laws together with the sporting code and when necessary additional rules for CIVL.

Every year CIVL elects its Bureau among the delegates (Presentation) and to be able to work, CIVL created Subcommittees and working groups

They are currently:

.Hang gliding competition (class 1, 2 &4) chaired by Dennis Pagen (USA)

- Paragliding competition (Class 3) chaired by Howard Travers (UK)
- Records and Badges Stewart Midwinter (Canada)
- Flight Verification Per Arne Soldal (Norway)
- Safety and Training Klaus Tanzler (Germany)

- Business Sepp Humberger (Austria)
- Sporting Code Section 7 Noel Whittall (UK)
- Youth Development Plan Declan Doyle (Ireland)

Working groups:

- Scoring system : Howard Travers (UK)
- Class Definition: Riika Vilkuna (Finland)
- Ranking System: Howard Travers
- Media chaired by Sarah Fenwick (UK) who is also our PR officer.
- Insurance: Sepp Humberger
- Environment : Riika Vilkuna

FAI created a FAI/CIVL Division:

FAI World Hang Gliding Series chaired by Dennis Pagen

To make you feeling more comfortable, I wish I stressed that language must not be a barrier, so please don't hesitate to ask for repetition if you missed something.

### **Bureau Activity since Sintra**

My first work was to acquire a new computer and to learn how to use the new technologies.

of communication. I must say it has been much easier than expected, now it works and the

Bureau has been in close contact all over the year through e mail

In May I attended the Council meeting in Paris where important decisions have been adopted:

- Move of the FAI Secretariat to Lausanne in December 98 and awarding the Second World Air Games to Andalusia Spain.
- It has been also decided to charge the ASCs for the cost of FAI Medals and Diplomas distributed during the Championships.

In October I attended the General Conference in Toulouse where I have been re-elected vice president of CASI. No important changes during this General Conference : I just would like to point out that the members re-elected for the

5<sup>th</sup> year the same President, who is Elif Ness (Norway). The organiser agreement contract for the 2nd WAG has been signed between FAI and RACE.

During the ASC president Group meeting the idea of Joint Venture has been presented and the WAG CC wishes CIVL to follow the idea as explained in the Srecko Medven report. In November the Bureau had in France a 2 days meeting. All the topics discussed there will be dealt with during this meeting under the Agenda items.

In the beginning of February, Sarah attended a media workshop in Lausanne, organised by the WAG CC She will report.

Yesterday the Bureau met to prepare this Plenary meeting

Dennis and Noel Conducted yesterday afternoon a training session for stewards and Jury. Without overlapping the other reports, I would like to highlight a few important topics.

### **SAFETY**

Since 2 years we could see an increase in the accidents in competitions. In Piedrahita, after the Marko Malorv fatal accident, a meeting between the FAI officials and the team leaders took place to investigate all the directions where the safety could be improved. This resulted in a paper that has been analysed in Garmish with team leaders, Klaus Tanzler and myself. This paper is in annex to the Agenda.

In November the PWC Committee had the same approach resulting in a big set of changes all aiming at improving safety These changes are also joint to the Agenda.

My intention is to try and harmonise the safety in both types of competition PWC and CIVL. I cannot accept having a world Cup competition safer than a CIYL one and vice versa. This is a job for the Safety and training Subcommittee that should come back to the Plenary with recommendations.

I just wanted to draw your attention on the PWC changes in the gliders. You could see that the load and shock test proposed last year to be mandatory for prototypes has already been adopted in PWC, But now in PWC a pilot cannot fly a prototype without the manufacturer's agreement. It means that if we adopt the same rule in CIVL it is a good way to avoid selling second-hand hot prototypes at the end of the season to competitors who are not skilled enough to fly them.

The changes in the line length during the competition is not allowed. If we adopt this rule in CIVL we have to organise controls at random on gliders.

PWC decided to have 2 different rankings, Open class and Serial class, This is a try for this year and after this experience PWC will decide the tendency for the future. I am not against having the same rule in CIVL, but I don't think it is

necessary as adding the Pinzgau competition to the 6 PWC events will not change anything in the results of the try, but it will certainly bring some more difficulties in scoring and controlling the gliders.

As for the accidents in Hang gliding, the Gliders are much less involved in these accidents than in paragliding. However We have a proposal from Germany that has to be analysed by the Safety and training Subcommittee resulting in recommendations to the Plenary.

### **COMMUNICATION**

FAI/CIVL web site:

Thanks to Thierry we now have a CIVL home page that works. In this site you can find:

- all the FAI/CIVL documents: Statutes, By-laws, Sporting codes, IPPI Card etc...
- Competition Calendar with links to the organisers web site where I would like to see every competition day a short description of the task together with the results even if they are only provisional results.
- Minutes of CIVL and Bureau meeting
- Jury President's reports (not the stewards reports that the Bureau prefers not to display because a few things might be confidential)
- CIVL info which is a forum that works.
- Records etc. This is not limited but any new publication needs the Bureau Agreement
- The intention is to use as much as possible the CIVL home page to avoid in a more or less near future paperwork. When you need some information the first thing is to consult the CIVL/FAI web site. Most of the time you get the answer.

### **AIR SPORT INTERNATIONAL**

This is a magazine published by FIA, Recently it has been transformed in a Netzine (a magazine published on the net) with a monthly issue. We don't know exactly what is the impact of this netzine, but anyway this is a free means of communication offered by FIA, We have to use it. All of you are kindly requested to forward to Sarah who is our PR officer articles for this magazine.

## **MEDIA and TV COVERAGE**

Up to now nothing was done in that respect on the CIVL side. We were leaving the organiser doing what he could do, if the TV coverage was good OK, if nothing happened CIVL was doing nothing.

In Sintra it has been expressed a real will to ensure a good Media coverage of the CIVL events. Numbers of actions have been initiated but without co-ordination and this lead to difficult situations that we have to solve.

## **RIGHTS OF IMAGE**

According to FAI rules 'Rights to FIA International Sporting events' any right to exploit sound and/or image recorded during an FIA event must be sought by way of prior agreement with FAI. Any FAI ASC is authorised to negotiate prior agreement on behalf of FAI. In no

case a NAG or an organiser can act on behalf of CIVL/FAI unless he has been authorised by CIVL/FAI to do so.

We also want a coverage as wide as possible which means no exclusivity.

## **MANAGEMENT OF THE RIGHTS**

How to manage the Sound/image rights?:

- Before the event any producer : distributor should contact either myself or the officer in charge of this co-ordination to declare his intention to cover the event indicating what are the channels likely to broadcast this production. In return he will receive an accreditation
- During the event, the organiser should set up an accreditation system for every cameraman, journalist or photographer who will not be allowed to access freely to the site without having given the following information: name of the operator, name and nationality of the company, use foreseen for the production. In return he will receive an accreditation card that will give him free access to the site and take up the transportation facilities offered by the organiser if any.
- FAI shall have free of charge for its own archival and/or promotional use, full access to any sound and / or visual images of any FAI sporting event.

## VARIOUS ACTIONS

- Pinzgau Organiser has signed a contract with ZOOM production giving to this company all the rights of image to cover the event and paid to ZP 100 000 ATS. We appreciate the effort done by the organiser the only problem being the exclusivity given to ZP that moves aside all the other potential producers. This is a problem that we have to solve.
- I know that the Italian organiser is also planning to cover the event, my only recommendation would be to follow the rule mentioned above. This is a point that we will discuss during this week end.
- In August, I personally had the opportunity to meet J.L. Corgier who made the following proposal : to cover on an international level all the CTVL events including world and continental championships and WHGS as well. He intends to use the following supports:
  - Distribution of images on
    - **Eurosport** as he has already done for the final of the PWC in Garmisch
    - **Trans World International** which distributes all over the world various programs including sport. This distributor has already broadcasted in 122 countries a 5'30" show on Claire Bernier the PWC Winner in 1998.
    - **ESPN International** the channel that covers sports in the States. By the time being they look interested and negotiations are in progress
    - To be able to negotiate with the Distributors and the Channels, I gave him in November a letter appointing him as the official representative of CIYL for media coverage.
  - Sending the International calendar and the results to all the international press.
  - Search for sponsors for CIVL
    - Concerning the film production cost, J.L.Corgier does not ask for any money. He also does not ask for any exclusivity. He expects to cover the production cost in finding sponsors and in selling images to TWI and ESPN International.
    - We can always dream but he thinks that with the help of a consultant it is not impossible to find sponsors. In that case the contract with the consultant would be based on a percentage of the sponsoring as remuneration for the consultant. This part is

only at a project stage and has to be worked out. But we must be aware that if we sign contracts with sponsors we certainly will have some restrictions that we would have to fulfil.

- Last action is the Joint Venture project proposed by the WAG CC that you will find in the Srecko Medven report. This project seems to be in competition with the JL Corgier proposal as far as TV coverage is concerned. We will have a meeting on Saturday evening with the Bureau and the WAGCC and I am sure to be able to co-ordinate something that will be presented to you on Sunday morning..

As you can see things are in progress, the only problem is to tighten all our forces not to waste all these energies.

### **ORGANISER AGREEMENT**

This is a new procedure recommended by FAI. I intend to start from now to negotiate and sign this agreement with the 2 World Championships organisers in 1999 and the future championships organisers.

### **BIDS FOR CIVL PLENARY MEETINGS**

We had to face some problems in Kobenhagen : The Sport facility which was presented had to be abandoned due to a clash with another meeting at the same time and the DDU had to propose the venue in the centre of the town where the accommodations are much more expensive.

For the future such bids must be well prepared with a set of different prices for accommodation and food, we must not forget that most of our delegates are supporting their meeting cost on their own finances.

In case of several bids the procedure is

- 1) a vote with a simple majority to choose between the different bids
- 2) a second vote with a 2 third majority to choose between the retained bid and Lausanne

This is the end of my report and I thank you for your attention.

Olivier Burghelle

March 1999

## **Annex 7a**

# **Hang Gliding Competitions Working Group**

## **Presentation by Dennis Pagen**

Countries present: Greece, Austria, Australia, Germany, USA, Spain, France, Portugal, Japan, U.K., Iceland, Holland, Denmark

### **1) 1999 Speed Gliding Pre Worlds Championship**

Presentation by Dennis Pagen.

Organizers: the Greek delegation present: Lillian LeBlanc, Stergios Papachatzis and Dimitris Tsironas represent the organizers and the local authorities.

The pre-worlds will be held in Central Greece, on the South West side of Mt. Olympus. Dennis has flown the area.

#### **Number of competitors:**

For speed the limitation will be sixty plus ten slots open for top pilots. There will be no teams for the pre-worlds.

Simultaneously we will have a cross country competition in which the speed gliding pilots can participate, plus 30 more positions open for other pilots.

So the total number of pilots participating will be a maximum of 100.

#### **Entry fee:**

USD 250. This will include: transportation at the site from headquarters to take-off and landing areas, retrieval, accommodation at a campsite which is comprised of 5 buildings with beds and blankets, showers, bathrooms etc and small packed lunch being a sandwich and soft drink

#### **Format:**

We will be featuring primarily speed gliding.

At the same time we will be featuring a cross country meet, with tasks of around 2 hours, which will comprise triangles around the valley. There are many villages in the area which are all supporting this event.

We will try to have the goal in a different village each day - try to have around USD 100- prize for the quickest pilot and try to have free meals given each for the first 10 pilots arriving at goal.. Of course the rest of the competitors will be having their meal that evening in the same area. We will probably have the scoring done at goal in order to avoid having to go back to headquarters and spoil the meal.

**Preliminaries- Finals:**

There will be a total of 7 days competition. The first four days will be the preliminaries, the last three days will be the finals

Intend to separate the speed gliding into two groups whereby:

One group will have two speed gliding runs - one in the morning and one in the late evening

The other group will fly cross country

The two groups will alternate each day.

**Purpose:**

The Pre-Worlds will be used to see how many pilots can be handled for a speed gliding competition and how many can be handled for cross country flying.

**Dates:**

This competition will be just after the World Championships in Italy.

Information will be provided to pilots regarding special rates for Ferry transport from Brindisi to Igoumenitsa (which is on mainland Greece across from the island of Corfu)

There will be an Opening and Award Ceremony

The dates of the PRE-WORLDS competition will be:

13& 14 August	Registration & Official Practice
14 August	Opening Ceremony
15 -21 August	Competition days
22 August	Award ceremony

Further information on:

WEBSITE: [www.hang-gliding.gr](http://www.hang-gliding.gr)

E-mail: [alao-olympus2000@ath.forthnet.gr](mailto:alao-olympus2000@ath.forthnet.gr)

**2) Pre-Worlds Women's World Championship**

Presentation by Dennis Pagen.

The women's preworlds competition will be held at Mt.Kitheron which is

around 45-50 minutes by car from Athens.

The competitors of the **WORLD'S SPEED GLIDING CHAMPIONSHIP** and the **WOMEN'S WORLD SPEED GLIDING CHAMPIONSHIP** are different and each event is run separately from speed gliding.

Dates: 18-27 June

Team size: no teams

Limitation of participants: no limitation

Entry fee:

Not yet known this information will be provided on the same website as the speed gliding championship

**Rules:**

a subcommittee to review the competition rules is now formed comprised of Phil.... And Heather Stricek-Bull who are also prospective stewards for this competition. Their comments on the rules will be discussed later today.

Further information is provided on the same website:

WEBSITE: [www.hang-gliding.gr](http://www.hang-gliding.gr)

**3) GPS**

As per the steward&jury work group held yesterday GPS has started coming into use as proof of passing turnpoints. It has been found that the GARMIN is 100% foolproof against tampering of results.

There is presently a problem caused by the U.S. military from time to time who change the satellite signals causing GPS to fail. This problem should be solved in the next 2-6 years, giving approval to use by F.A.I.

Sailplanes have been using GPS for turnpoint proof for years.

**4) Stewards And Jury**

It is recommended that organizers and meet directors attend all future jury and steward training processes in order to understand the process and help choose the most suitable stewards and jury members

## **5) Section 7**

A work group will be held on Saturday morning.

## **6) Hang Gliding European Championship Year 2000 And Pre-Worlds 1999**

Presentation by Marcus Villinger

The Pre-Europeans that will be held in Austria at Gnadewald (near Innsbruck and Hall in Tirol) and will be combined with the ALPEN OPEN International Hang gliding Championship

DATES: 11-18 July 1999

### **Organizer:**

President Herbert Giess of the Hang Gliding Club of Innsbruck, was present for further clarifications and information

### **Information:**

All information is given in the brochures, local regulations passed around and on the website:

[www.hanggliding.at](http://www.hanggliding.at).

### **Team size:**

for the Pre-Europeans: six males and one female from each country for the Alpen Open: none

### **Limitation of participants:**

for the Pre-Europeans it will be on a first come-first serve basis. Cut-off will be around a maximum of 180 pilots

For the Alpen Open there will be no cut off for the number of participants

### **Entry fee:**

2500 austrian schillings, and includes transport to take off, films and maps.

If there is a cancellation of the competition the entry fee will be refunded minus 700 austrian schillings.

Deadline for entry is:

30 April '99 for the PRE-EUROPEANS and 11 July '99 for the ALPEN OPEN

For the Pre-Europeans entry must be made by the NAC.

PRIZE MONEY: will be offered for the Alpen Open

Competition program: open distance, out and return, triangles, distance-to-goal

Start: there will be open window and speedrun

Competition dates:

9 & 10	July	training
10	July	welcome party
11-17	July	competition days
18	July	prize giving

Rooms: information available on brochure and website

Competition regulations will be reviewed by a subcommittee work group comprising Heather Stricek-Bull, Marcus Villinger and Mike Zupanc

Their comments will be discussed later today.

## **6) Pre-Continental All-Americas Championship**

Presentation by G.W.Meadows

The competition will be held in Dinosaur, Colorado

Participants: North, Central and South America, but pilots from other countries are welcome to participate. Dates: 21-28 August '99

For further information: website: [justfly.com](http://justfly.com)

## **7) Judging turnpoints**

There is a problem that meets interpret and make decisions regarding scoring of turnpoints and landing points which not consistent with other competitions.

Some meets accept as the proof of distance the last distinctive building or landmark photographed along the route, which means if someone has no distinctive landmarks beneath him he will lose points. This way of thinking induces competitors to continuously take photographs.

With the use of the GPS instead of pictures it will be much easier to score.

Rules governing this will have to be made covering the use of the GPS to avoid problems.

**D Pagen.**

## **Annex 7a.1**

### **CIVL Glider Classification Procedures**

This document suggests a procedure for manufacturers, designers, meet directors and other parties to make a formal request to the CIVL Glider Classification Committee to determine a glider's classification. Normally this procedure should be followed for new designs of a hybrid nature or those incorporating new technologies that bring their classification into question. An example of the above is adding battens to a paraglider or glide-control spoilers to a hang glider.

This procedure is intended to allow designers foreknowledge of how their design will be classified to they can plan marketing or alter it sufficiently to comply with a certain class. In addition, the published list of gliders in their class will avoid the undesirable situation of meet directors making such a decision at the beginning of a competition. Note: Gliders following the format of previous designs well-established in a class would normally not be submitted to this formal classification procedure.

**Article 1** .The designer or manufacturer of a given glider must submit detailed drawings, photographs, video tapes or any other means of clearly describing a glider's structure and control systems. Any lack of clarity may result in a delay of response by the committee. Video tapes must be submitted in whatever format(s) the committee requests (NTSC, CeCAM, PAL, etc)

**Article 2** .The committee will review the details of the design and determine a classification to be published along with the committee's reasoning. These published decisions will be available on the CIVL web site for pilots and meet directors to access. In addition, the body of published decisions will be available so designers can have guidelines to consult as they create or make decisions.

**Article 3** .A designer or manufacturer (not a pilot) of a glider may appeal the committee's decision to the CIVL Plenary. A normal debate and vote will determine the final ruling with a 2/3 majority required to overturn the committee's decision.

**Article 4** .New glider designs often require great secrecy in order to get some monetary return before the competition copies a successful design. Therefore, if a work in process requires secrecy, upon the designer's request the CIVL Classification Committee will appoint three committee members to review the material and make a determination. These three Special Review Members must be sworn to secrecy and their names will be submitted to the designer. The designer has refusal rights of any and all SR Members for reasons of real or

perceived conflict of interest.

**Article 5** All determinations of classification will be guided by the most recent version of Section 7, 1.4.2. Interpreting these definitions will be the main duty of the Classification Committee.

**Article 6** The fee for a requested determination shall be 100SFr as well as any costs incurred by the CIVL or committee while fulfilling the request. Notwithstanding the above, the committee may choose to classify a given controversial design on its own volition and thus charge no fee.

**Article 7** The normal time for a classification to take place is during the CIYL spring plenary meeting. A special request may be made by a designer or manufacturer to classify a design at any time, in which case any additional costs (telephone, fax, etc) incurred by the committee must be paid by the requesting party.

**DP March 1999**

**Annex 7b**

**Meeting outcome of the Paragliding Working Group**

Objective of the meeting

High level review of the current state of Paragliding Competitions. Discuss which direction they should be moving towards. Establish a long term plan and give support and direction for paragliding competitions.

**KEY TOPICS**

**Promotion** Greater acceptance by the individuals/media. Educating the audience and people.

**K.I.S. KEEP IT SIMPLE:** make competitions simple, easily understandable with one standard of glider. Make the image of paragliding fun, simple, exciting and consolidate standards.

**People** Names and faces

**GPS** Move towards easier flight verification

**MAIN DIRECTION**

Standard of Gliders/Safety/One glider standard

We endorse and fully support the PWC proposals and believe the concept of a serial, class of glider is a positive step forward. We recommend close liaison with the PWC to evaluate 1999 season. (To be fully reviewed in the Plenary in March 2000)

**Standards of Pilots**

Maintain the standard of pilots in Category 1 events to prevent in-experienced pilots endangering themselves and others. The current NAC requirements of Silver Eagle distance was inadequate for selection and we should move towards another method of pre selection, such as the CIVL Ranking system. (further discussion is required)

### **Paragliding Records**

We should keep the current system open but have minimum safety standards.

### **Proposals**

1. Establish a sub group of the PG Working Group of 5 members. This to include the Chairman of the Working Group, a representative from the PWC Committee and 3 member delegates)
  
2. To establish an open forum on the FAI/CIVL web page
  
3. The sub group will report / provide proposals and direction for consideration for the next Plenary (March 2000)
  
4. The new GPS verification system provides exciting opportunities and we believe a full test for all pilots (who volunteer) should be made at the World Paragliding Championships 1999.

Howard Travers, Chairman PG working Group

## **Annex 7e.1**

### **Meeting results of the CIVL Safety and Training Working Group 5.3.99**

#### **Minimum Pilot Qualification for Category 1 events**

New requirement from the year 2000 on:

During the last 3 years ranked within the best 2/3 pilots of a FAI category 2 event.

#### **Task setting**

The task setter has to consult a safety group elected by the pilots. Task setting should avoid overcrowded thermals.

Task setting must locate the start gate and turn-points so as to ensure that pilots should be able to obtain their photographic evidence from a safe altitude. The reasons for and provisions for cancelling a task have to be defined in the local regulations and briefings.

Experienced wind dummies must be available.

#### **Emergency medical provisions**

An English speaking emergency doctor or medical technician with proper equipment and an ambulance must be available at take-off and at a strategic location during the task.

A helicopter with rescue equipment should be available.

The normal expected response time has to be announced in the bid and in the local regulations.

#### **Safety standards for competition paragliders**

The proposal from the Sintra CIVL plenary meeting concerning the paragliding line strength certificate is unanimously agreed. (Applies for 1999 Championships)

A decision concerning the serial class idea should be taken in the next CIVL meeting in 2000. A proposal should be made from a mixed CIVL/PWC working group.

#### **Safety standards for competition hang gliders (Austrian/German proposals, see Agenda Annex a)**

This item was presented to Plenary unchanged. Plenary voted not to adopt it.

## **Annex 7e.2 Safety proposals affecting Section 7**

### **5.6 Responsibilities of the organiser, the director and the safety group**

**5.6.1** The NAC organising the championships shall appoint a Championships Director acceptable to CIVL not less than six months before the event. Any change of Director must be approved by the CIVL Bureau. The Director shall take overall operational responsibility for the event including the programme of tasks to be flown. He is also responsible for:

- . publishing a final entry list by the start of briefing on the first flying day
- . issuing the daily results with minimum delay
- . reporting the full results, including details of protests or serious problems encountered, to his NAC with copies to FAI and CIVL

The Director must be able to conduct briefings in English.

**5.6.2** The Director or his named deputy shall be available at the championship site at all times during the contest-flying period.

**5.6.3 Safety group.** A safety group has to be elected by the pilots. The meet director has to consult the safety group before setting the task.

**5.6.4 Pre-flyers.** Experienced pre-flyers must be available.

**5.6.5 Emergency medical provisions.** An English speaking emergency doctor or medical technician with proper equipment must be available at take off and at a strategic location during the task. A helicopter with rescue equipment should be available. The normal expected response time has to be announced in the bid and in the local regulations.

**5.6.6.** Championships for more than one class may be flown simultaneously, but they remain separate championships. Where they are flown from the same site, operations may be conducted under the charge of a single Director. However, if the classes fly from separate sites, each site should have its own Director or Deputy Director.

## **5.11 Pilot qualifications**

**5.11.1** A competing pilot shall be of sufficient standard to meet the demands of an international championship. As a minimum, a pilot should have ranked within the best 2/3 pilots of a FAI category 2 event during the last 3 years.

If the competitor's country issues pilot licences for hang gliding or paragliding the pilot should hold a valid licence.

**3.2 of Local regulations have to be changed accordingly.**

**5.12.2** Each competing glider shall be of sufficient performance and standard of airworthiness to meet the demands of international championships. This could be demonstrated for hang gliders by a valid certificate or statement of airworthiness provided by the NAG entering the glider. For **paragliders it must be based on a paraglider certification or a prototype certification from one of the CIVL recognised test organisations. A prototype certificate requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See Annex "Paragliding Line Certificate".** The organisers have the right to refuse any glider not of acceptable standard or configuration.

**3.3. of Local regulations have to be changed accordingly.**

**5.19.7** Suspension or cancellation of a task. The Director may cancel a task before any competitor has taken off if the weather becomes unsuitable. The Director has the power to suspend or cancel a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots and which would endanger their safety. If flying is suspended only for a short period the Director need not cancel the task. **Information on the reasons for and provisions for cancellation have to be stated in the local regulations and announced in the briefings.**

## **Annex 7e.3**

### **Paraglider line strength documentation requirements**

The following procedure has been designed to cope with strength problems of micro-lines on competition paragliders.

Note that one certificate may apply to various canopies as long as the glider's line configuration complies with the specifications in the certificate.

There is no need to apply the procedure on certified production paragliders.

1. For a given (competition-) paraglider prototype, the manufacturer inputs precisely the line specifications in Section I.
2. The test-organisation (any testing body for paragliders like aero-tests, DHV/OeAeC, SHV) performs a static and a dynamic load test in the same way as in an ordinary certification type test.

If the glider passes....

3. The testing body checks the compliance of the prototypes line configuration with the line-specifications of Section I and confirms the test results in Section II.
4. The testing body takes a photocopy of the form and returns the original copy to the manufacturer.
5. For every production glider complying with the tested line configuration the manufacturer takes a photocopy of the original form and inputs the serial No and the confirmation of compliance in Section III.
6. Every production glider is delivered together with a complete "Paraglider Line Strength Certificate"-form.

## Paraglider Line Strength Certificate *Version 1.41998*

### I. Type specification

Manufacturer

	Main lines	Middle lines (1)	Middle lines (2)	Top lines
Line type designation				
Diameter				
Breaking Strength unsewn				
Material core				
Material sheath				
Line mass per length unit				
Core mass per length unit				
Number of A-Lines				
Number of B-Lines				
Number of C-Lines				
Number of D-Lines				
Number of stabiliser lines				

## **II. Confirmation of the Testing Body**

We confirm that a glider as specified above has been load-tested according to

1 EN 926-1

H Deutsch-Osterreichische Bauvorschriften für Gleitsegel

It complies with the standard mentioned above for a maximum take-off mass of  
..... kgs.

Place, date

Signature

## **III. Confirmation of the manufacturer**

We confirm that the glider Type designation

Serial No

has been built in accordance with the line specifications given above. We the  
manufacturer are not aware of any circumstances that might adversely affect the  
airworthiness of this glider.

Place, date

Signature

Annex 9b

## **European Hang Gliding Championships (Class 1)**

### **Slovak Republic, July-August 1998**

#### Report of President of Jury

1. **The venue** was the Low Tatra Mountains in Central Slovakia, close to the town of Brezno.
2. **The facilities** provided by the organizers were very good indeed. Great attention was paid to detail and all the systems functioned well.
3. **Substantial sponsorship** from Zeleziarne Podbrezova (major European producer of stainless steel tubing) and several other big Slovakian companies ensured that the event was extremely well staffed and supported.
4. **The Jury** comprised Miroslav Rodzewicz (Poland) and Zlato Vanic (Slovenia), as well as the writer. **Stewards** were Lazlo Kerekes (Hungary) and Heather Stricek-Mull (Australia). Heather was a late recruit as second steward, and her input was very valuable. A steward or jury member was present at each line at take-off, and at goal on every day. We also maintained active contact with teams throughout, and this helped to keep complaints to the minimum. Experience at this championship showed that major events benefit by having two active stewards.
5. **Launch system:** ground start with open window was used for all the tasks. The start-area staff needed a little time to become fully proficient at managing this, but there were few problems. The pilots generally were co-operative, and the good spirit which was prevailing kept difficulties to a minimum.
6. **Complaints and protests.** There was only one protest. This concerned an Italian pilot who had submitted unsatisfactory photographic evidence of flight. The Organizer (correctly) scored this as zero for the day. However, the Jury, on appeal, decided to award minimum-distance points because the Organizer's timing record provided evidence of the fact that the launch had been made, but nothing else.
7. **There were no serious accidents**, although much of the land in the Low Tatra area is forested. Many pilots expressed concern about the lack of landing places on some sections of the tasks.
8. **Weather.** For much of the competition period a cold front persisted in the area, advancing and receding slowly, but rarely absent. This is not typical during summer, and made the job of Mikel Meyerhofen, the Meteorologist, especially difficult. However, considering the general unpredictability of the weather, good decisions were made, resulting in nine valid tasks.

9. **The social programme** provided by the Organizer was generous and comprehensive. Originally, a fixed rest day was proposed, but fortunately the arrangements were sufficiently flexible to allow this to be moved forward to the (unflyable) middle Saturday.
10. **Identification of gliders** was a problem. Adhesive numbers for helmets and wings were supplied by the organizers, but the first set of these did not adhere to the wings very well. The replacements were better, but not perfect. However, competitors did little to help; it was common to see pilots with different numbers on wing and helmet; with two different numbers on the wing; with no number at all; with black numbers on a dark blue surface; with the number 'lost' among other logos or signwriting. All this led to frequent difficulties for launch and goal crews. I suggest that for the 1999 season CIVL requires each competitor in championships to have a clear white square of, say, 750mm, on the underside of the outer half of the left wing of their glider, which is for the mounting of competition numbers and nothing else. This would be the 'FAI square', and failure to display the competition number in a satisfactory manner would be a technical offence. Organizers could help by allowing competitors choice of number when entering, on a 'first-come-first-served' basis. Clear numbers on helmet and leading edge/nose-cone also reduce the chances of mis-identification, and should be encouraged.
11. **The GAP scoring system** was used. I am critical of certain features of this system, but have to admit that it produced reasonable overall results for the Championship. Task 5 (81k) required great technical skill and courage on a day of blue thermals. Eight pilots reached goal, but many others landed early, with the result that GAP calculated a day value of only about 750 points. I am not persuaded that the winner of this day deserved fewer points than were available on relatively 'easy' days of cumulus, big thermals and many more pilots in goal. The system requires initial input of basic performance parameters. It is apparent that the selection of these is extremely critical, and it is better to aim slightly on the 'low' side.
12. **Guest pilots.** I believe we should consider whether the arbitrary exclusion of pilots from Continental Championships on geographical grounds continues to serve any useful purpose. My personal preference would be for admission of teams from all countries, competing equally.
13. **Overall** this was very good championship. Organizers and Teams alike are to be congratulated.

Noel Whittall, President of Jury

**August 1998**