



FAI International Hang Gliding Commission (CIVL)

Annual Meeting, Ager, Spain. March 30 — April 2 1995

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

The meeting was opened by the President, Per Christian Dæhlin, at 0940 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 seven votes were verified

Proxies: Liechtenstein, held by Switzerland; Finland, held by Sweden; Venezuela, held by Spain

Apologies were received from Lithuania, Belgium, Ukraine and Liechtenstein

See attached list (**Annexe 1**) for full details of all present.

2 Approval of Agenda

Additions were submitted for items 8b, 12, 16 and 35. Further, it was proposed to extend the period for acceptance of nominations for CIVL awards (32). These alterations were accepted unopposed.

3 Minutes of last meeting (Marbella, Spain, 1994)

Oka (Japan) pointed out that the team size reported for the Paragliding World Championships was incorrect in the minutes. It was confirmed that the correct figures (4 + 1 and 3 + 1) had been implemented in the local regulations. With this amendment, the minutes were accepted unopposed.

4 Appointment of working group chairmen for the meeting

Three working groups were established.

Hang gliding competitions: Chairman: Dennis Pagen

Paragliding competitions: Chairman: Judy Leden

Sporting Code, Section 7: Chairman: Ann Welch

5 FAI activity report

The FAI Secretary General, Max Bishop, addressed the meeting, reporting a very active year, not least in the area of competitions. Fourteen World Championships had taken place, involving a total of 1,600 competitors. A summary of Mr Bishop's speech appears as **Annexe 5** to these minutes.

6 CIVL President's report

President Dæhlin reported a generally good year. The Bureau had been active, with much business conducted by fax, as well as a three-day meeting in the UK (Wales) during November. The full President's report is reproduced in **Annexe 6** to these minutes.

7 Reports from Subcommittee Chairmen and Technical Officers

7a.1 *Sporting Code, Section 7, Ann Welch*

There is a complex situation because the FAI has undertaken to revise the General Section, and this inevitably affects Section 7. A large number of drafts of General Section have been prepared and a final version is now ready for acceptance by CASI, the FAI general Airports Commission. We will need to extend Section 7 to cover in detail several items which were previously dealt with in General Section. These include: flight definitions; definition of 'junior'; juries; responsibilities of stewards; penalties; etc.

Welch concluded that there was much to do!

7a.2 *Paragliding competition: Judy Leden*

The committee was actively attempting to get more bids for competitions, to raise the overall standard. There may be conflicts with Paragliding World Cup events in the calendar in future, but generally problems were small and contact with PWC was very positive.

There were still problems with international events. We should work towards a standardized set of regulations because important items were still omitted sometimes. The committee is in favour of more positive input from Stewards and CIVL officers, and comments that training is needed.

On the question of women in paragliding championships, Leden stressed the need for positive discrimination to ensure a good depth of participation.

7a.3 *Hang gliding competition: Dennis Pagen*

The biggest part of the committee's work is reviewing rules and local regulations. Work had also been done on promoting the idea of a Pan-American Championships as a form of FAI Continental Championship. Organizers at two venues had expressed interest: Chelan (USA) and Mexico.

Other matters which had been dealt with by the committee were the question of 'cuts' in competitions — should they be allowed, and if so, when? Also, the matter of class definitions. This is becoming more important as interest in Class Two develops.

7a.4 *Safety and training Klaus Tänzler*

Tänzler's report is **Annexe 7a4** of these minutes. He commented further upon the progress being made with acceptance of the IPPI card in countries where there were specific government requirements concerning licensing. The cards were proving useful and he considers that there are good prospects that they will be accepted by EU bureaucrats.

7a.5 Records and badges Stewart Midwinter

Midwinter's report is **Annexe 7a5** of these minutes.

7a.6 Flight verification — barographs and instrumentation Per Arne Soldal

Soldal's report is **Annexe 7a6** of these minutes.

7a.7 Youth development plan Declan Doyle

Doyle reported difficulties with his computer system which had delayed development of the plan. It was not easy to obtain detailed information on the ages of participants in soaring sport worldwide, and he proposed a questionnaire. He also suggested that a promotional video about the sport for showing in music bars would be effective.

7a.8 Olympics Thomas Bosshard

Bosshard reported on the meeting in Paris concerning the Olympic centenary. The report of Uwe Beckman, FAI's liaison officer, will be circulated. Unfortunately Beckman has recently retired due to ill health. It was vital for us to maintain contact with IOC, but was undoubtedly extremely difficult to gain full participation. Bishop (FAI) commented further: big changes were possible within IOC; these may come when the current President, Juan-Antonio Samaranch, retires. We should maintain our long-term effort. Currently FAI receives \$10,000 annually from IOC for Olympic purposes, but so far this has all been spent on parachuting. Changes are possible if we produce a reasonable plan. Joe Hayler asked if Speed Gliding could possibly become a Winter Olympics event. This was considered possible.

7a.9 Business Sepp Himberger

Himberger urged us all to become more professional in our approach to the sport. We must be aware that sponsorship for sport is diminishing in many countries, while sponsorship for cultural activities is increasing.

7a.10 World Air Games Jim Bowyer

Bowyer reported that South Africa and Turkey were still potential hosts for the Games. He was confident that satisfactory facilities existed in both countries for hang gliding and paragliding. See Agenda item 18 for his further comment.

7b Reports from 1994 Working Group Chairmen

There were no formal reports. The items involved (scoring systems, class definitions and ranking systems) are dealt with where appropriate under the agenda.

7c Reports from Liaison Officer

7c.1 Paragliding World Cup

The President apologised for not having requested a report from Urs Haari, the PWC Liaison Officer

7c.2 FAI Medical/Physiological Committee

It was confirmed that Torsten Hahne would be attending the next meeting of the committee. This would be particularly important because the matter of drugs and doping in aviation sport would be prominent on the agenda.

7c.3 Europe Airsports

Tänzler had been very active within the Europe Airsports working group. His report was circulated with the Agenda and appears here as **Annexe 7c3** to these minutes.

The other items under this heading (Olympics etc) are dealt with elsewhere in these minutes.

8 Review of 1994 Championships

8a European PG Championships, Preddvor, Slovenia. June—July 1994

See report from Welch, **Annexe 8a** to these minutes

8b Womens World HG Championships, Chelan, USA. July 1994

See report from Whittall, **Annexe 8b** to these minutes

8c European HG Championships, Laragne, France. July—August 1994

See report from Dæhlin, **Annexe 8c** to these minutes

8d World PG Championships, Kitakyushu, Japan, March 1995

In addition to the 1994 events, the World Paragliding Championships in Kitakyushu were included with this item.

Dæhlin, President of the Jury reported as follows:

A scoring system giving 1,000 points to all tasks may not be ideal.

The one-hour protest period after publication of results is too short. Two hours should be allowed.

Photographic verification of flight: a pilot forum had been held during the event, the outcome of which was to recommend that the requirement for a photo of the wing during flight be abandoned. Also, the requirement for the glider number to be visible on the photo of the wing after landing need should be dropped. It should be enough that the glider/pilot is identifiable.

The launch system for tasks with an aerial start should be revised to ensure that all pilots can launch before the start signal is activated. Some pilots were disadvantaged by the existing system when the window was intermittently closed in the interests of safety.

Team Leaders need more education about the nature of protests and the procedures.

If a pilots safety committee is used, their influence should be confined to appraisal of the safety of proposed tasks, not to the planning of the tasks.

We should increase the Stewards' participation in safety matters.

The limitation of maximum flying weight to pilot weight + 30kg worked well and was generally well-accepted by the pilots. Fixed checking procedures should now be established. See also **Annexe 12d** to these minutes.

9 Decisions made by CIVL Bureau during the last period

9a European Female Hang Gliding Championships, Norway 1995

Bureau had approved several changes to dates and personnel. However, it was announced during the meeting that unfortunately the event was cancelled because of shortage of entries.

9b Block payment of sanction fees

A 20% discount had been granted to the USA for block-payment of five Second-category events. This was agreed by the meeting, with the understanding that similar discount be allowed for other such block payments (eg PWC).

10 Accounts and balance sheet

The accounts were presented and accepted unaltered (see annexe). Dæhlin reported that the main problem was collecting sanction fees for Category 2 events. Bishop said that help was available from FAI in Paris. See also minute 31 concerning administration expenses.

11 CIVL internal regulations

11a Reference I.R. 4.1

Changed to: *All Bureau members other than the Treasurer and Secretary shall have a vote in Bureau sessions. The Secretary and Treasurer may only vote if they are also delegates.*

11b Institution of a FAI/CIVL Hang Gliding World Cup subcommittee

See **Annexe 11b** to these minutes for details of this alteration, now called the World Hang Gliding Series. The amendments to the internal regulations were drafted to ensure that a correctly-constituted committee could run a World Series from within CIVL.

Himberger questioned whether such a subcommittee complies with FAI Rules. Bishop believes it does, but welcomed comment.

The Bureau motion :*to accept the internal regulations of the World Hang Gliding Series.* Passed: 19 for, 4 against

Any further mandatory changes will be deferred until the publication by FAI of the new General Section of the Sporting Code.

12 The Sporting Code Section 7

12a General amendments

Plenary discussion was chaired by Ann Welch prior to undertaking detail work in the working group. Written commentaries had been received from ZlatoVanic, Yoshiki Oka and Olivier Burghelle, and these were included with

the agenda. Welch's response is **Annexe 12** to these minutes. The detail changes to Section 7 resulting from general discussion and the reports of the working party are in **Annexe 12a** to these minutes.

The requirement for helicopter rescue facilities to be available at championships was reviewed; In certain circumstances alternative arrangements may be permitted.

12b Stewards' role in championships

See paper from Urs Dubach (Switzerland) — **Annex 12 b** to these minutes

Discussion followed: Franke suggested that we contact the FIS for details of their rules for stewards and technical delegates at skiing events. Welch pointed out that the forthcoming changes to General Section may affect the status of stewards. Eventually it was decided to refer the matter to Bureau. Mollison will produce a single paper from all submissions, including Dubach's.

12c Scoring Systems

See Burghelle's letter — in annexe 3 of the agenda

There is criticism of the Crapanzano scoring system, which is complicated and not understood by many pilots, but the alternatives also have problems.

Italy and Poland spoke in favour of the Crapanzano system which they considered to be 90% right. They had made analyses which had been sent to the Scoring Subcommittee. Australia was critical of the built-in normalization and other features. After general discussion the matter was referred back to the working group for evaluation and preparation in time for the 1996 CIVL meeting.

Bowyer is to ask Robin Hamilton if he is able to carry on as chairman of Scoring Systems working group. The Crapanzano system is to be used at Ager for World Championships this year. Any changes will be subject to approval of CIVL 1996.

12e Anti-doping policy (refer to Burghelle's question in annexe 3 of the agenda.)

The current situation is not satisfactory: pilots are unsure of what is permitted and what is forbidden. Some countries carry out drug tests regularly for all international competitions, but FAI does not currently have adequate rules regarding doping. Countries where the HG federation is a member of the national sports association will normally have rules based on the IOC rules. Other countries may have no rules at all. Thus there is the chance of differential treatment for someone caught using 'illegal' substances.

FAI is working on the problem. The General Airsports Commission (CASI) is currently developing rules concerning drugs and medication and the Medical and Physiological Commission is scheduled to discuss the problem in depth at its 1995 meeting. It will also review the IOC list of forbidden substances.

A useful debate followed, covering most aspects of drug use and misuse. Eventually Australia proposed: *Until such time as CASI present a policy for adoption by CIVL, competition organizers should include in their local regulations a*

statement which indicates the national doping standards that apply in the country where the championship is to be held. Where the national standard is the IOC standard, all that is necessary is a statement to that effect. Where the national standard is different to the IOC standard, then details of the differences must be given. Seconded by South Africa

The motion was accepted unanimously. Dæhlin will represent CIVL's viewpoint to CASI. If the Medical and Physiological Commission proposes to create a special list of forbidden drugs, it may be possible for that list to be shorter than the IOC one.

12g Global Positioning Systems

(see paper from UK at end of annexe 3 in the agenda)

Discussion: GPS has become cheaper and is a useful tool for competition pilots. It is not yet developed to the point where we should consider it for flight verification.

Proposal by Australia: *Section 7 be modified to allow the use of GPS for navigation and all other purposes except flight verification.* Seconded by UK

Carried: 21 for, 3 abstentions

This modification takes effect immediately.

12 h Badges

Suggestions for alterations to the badge requirements were referred to the Records and Badges subcommittee.

12s Supplementary items under Sporting Code

Helmets for Class 2 pilots

Welch introduced the subject of helmets in Class 2. These are mandatory in FAI HG competition at present. She observed that sailplane pilots do not use them and that they may be unduly constricting. After discussion a vote was taken on the motion: *Keep the requirement for helmets as at present.* This was accepted For:12, against: 1

Cancellation of the task during unstable conditions

See letter from Burghelle in annexe 3 of the agenda. This concerns Section 7, item 4.19.6. After discussion a vote was taken on the motion: *To accept the alteration proposed by France.* For 4, against 12. The rule remains as currently written.

Effective dates for changes: GPS effective immediately; all other changes to become effective 1 August 1995.

13 Proposed World Speed Gliding Championships 1995

Murray Rose, the organizer, announced that the event was not to proceed

14 1996 Championships - consideration of local regulations and final arrangements

Working groups were established and reported as follows:

14a European Championships in Paragliding. Vaga, Norway. Chairman — Judy Leden

The scoring system is not yet settled: the Crapanzano system is too complex and the PWC one too inflexible. Final decision later. The entry fee has been reduced to Nkr 3500 — welcome news. A seeding system in groups of ten will be used for launch order.

Jury: President Noel Whittall, Members, Zico Franke and Zlato Vanic.

Rule checking: Judy Leden and Per Christian Dæhlin

14b European Championships in Hang Gliding (class 1). D Dunaujvaros, Hungary

Chairman — Dennis Pagen

Jury: President Ann Wech, Members Pavel Vavro, Miroslav Rodzewicz.

Rule checking: Rodzewicz and Dennis Pagen

14c World Female Championships in Hang Gliding (class 1), Bright, Australia

Jury: President Pedro Chapa, Members Paul Thomas and Sherry Thevenot

Rule checking: Chapa and Thomas

14d World HG Championships, Ager, Spain 1995.

Circulation of the final regulations was late. Now urgent.

15 Female participation in Paragliding Championships

South Africa proposed: *To ensure adequate female participation in Class 3 (paragliding) world and continental championships, a quota of at least two female pilots per national team will be required. This quota is not to be taken up by male pilots if females do not enter.*

Joe Hayler spoke against the proposal, suggesting that one place (as at present) was sufficient.

Zico Franke (Ger) spoke in favour of the motion, which was then carried unanimously.

16 Pan American and Asian Championships

Dennis Pagen (US) reported that there was serious interest in Pan American Championships from both Chelan (Washington State, USA) and Mexico, but that no formal proposals had been received. CIVL recorded these as declarations of interest at this stage.

Hayler commented that PWC was helping countries to organize, but he didn't think that South American countries were ready yet.

China declared interest in an Asian/Australian Championships for 1996, assuming that authorization could be given by Bureau later. However, they

subsequently decided to run a PWC event before organizing a major continental championship.

17 Aerobatic Championships

Bureau has a firm policy of encouraging aerobatic championships, although it is acknowledged that the reluctance of manufacturers to certify their gliders for aerobatic use is a problem. The Secretary reported that he had corresponded with some pilots active in aerobatics and had no doubt that there was a clear demand for world-class competition to internationally accepted standards.

After a broad discussion with contributions from Bosshard, Oka, Pagen and Mollison, the following motion was proposed by Switzerland and seconded by Australia:

CIVL will continue to encourage the development of aerobatics championships within CIVL. The Bureau shall nominate a working group for the development of rules to be included in Section 7. The proposal shall be circulated before the next CIVL meeting, with the aim of acceptance at that meeting.

This was accepted unanimously. It was also noted that aerobatics are to be part of the forthcoming Hang Gliding World Series.

18 World Air Games

Srecko Medven, from the FAI co-ordinating committee, introduced the item. With the recent withdrawal of South Africa (news received during day 2 of the meeting), Turkey is now the only candidate to host the event. It is for CIVL to decide on the content of the Games regarding HG and PG.

Vanic had visited Turkey on behalf of CIVL, with Mike Scholes an experienced British HG pilot. The preliminary impression is that there are suitable sites in the proposed competition area (see **annexe 18** to these minutes). The following points were made during discussion of the item:

- Meet directors: HG Jim Bowyer; PG Zlato Vanic
- Official language — English
- Some organization infrastructure already exists and would be available to us. Good support from local authorities and the military.
- HG and PG events at same mountain (2,500 ft). Local city: Kayseri, approx 450 km from Ankara. University buildings available as HQ.
- It is already CIVL policy to support WAG, so HG and PG will be included if Games are held.
- WAG is automatically a First Category event. However, it does not necessarily mean that it replaces World Championships for that year. See also minute 19.
- If Speed Gliding is a success, it should be included.

Some Delegates expressed concern at the possible size of entry fees and the publicity disadvantages of gliding sports being associated with powered ones such as helicopters etc.

19 Future Championships

19a Hang Gliding 1997, Forbes, Australia (Jan 1998)

Mollison made a brief presentation. This will be a tow-launched event. Considerable experience in the area. Alternative site is available if Forbes paddock is unusable for any reason. Individual teams will be responsible for their own towing equipment. Aerotow will be permitted. All tasks will use remote start points. There will be a Pre-world event, run by the proposed meet director.

Stephane Villedent (France) was concerned about the fairness of allowing some teams to use aero-tow while others would have only line towing. Mollison said that this was being tested further. There would be two tow events in 1995/6, as well as the pre-worlds. If mixed towing appeared to be unfair, fixed-line only may be used.

On the question of entry fees, Mollison stated that it was intended to keep the fee down to about Sfr 500. Deals for accommodation etc had not yet been made, but the organizers will help.

Villedent concluded the discussion by commenting that the French pilots liked the type of flying offered by the Forbes area.

19b European Women's HG Championship 1997

Hungary presented a bid for a Class I Female Championship.

19c World Paragliding Championships (Class 3) 1997

Excellent detailed bids were received from Switzerland (Bernese Oberland) and Spain (Castéjon de Sos)

19d World Air Games, Turkey, 1997

Turkey proposed that all three classes should hold their world championships within the World Air Games and presented a supporting bid. See also item 18.

Voting on bids:

19a: Australia 19, Turkey 8. Australia was awarded the championship.

19b: Hungary was awarded the championship. All in favour.

19c: Spain:21, Switzerland 5, Turkey 1. Spain was awarded the championship.

Presentation of bids for 1998 onwards

20a European Paragliding Championships

Pedro Chapa, Spain, made a preliminary presentation, but unfortunately this was not supported by representatives from Piedrahita, the proposed site.

20b Millenium celebration — see letter from Hayler, in annex 8 of the agenda.
Ideas are sought at this stage. Bureau will follow up any useful suggestions.

20c European Championships HG class 1 1998

Pavol Vavro, General Secretary of the Slovak Aeronautic Association proposed to host the event in the Low Tatra mountains. Hungary offered assistance.

21 Sporting Calendar — Second Category events

Dates for Hungarian Hang Gliding tow meet (*pre-Europeans*) confirmed as 3—10 September. Ordody made a presentation about aerotowing and trusted that it would be acknowledged that Hungary had taken a lead in introducing aerotowing to FAI events.

USA events confirmed as per list in item 21 of the Agenda.

Kössen, Austria. European Union Masters Championship, 15—25 June

The announcement of this event by Himberger prompted some discussion. Bosshard questioned whether we should sanction an event which acknowledged politically created artificial boundaries. He would like Austria to apply for a full Continental Championship next time. Himberger stated that pilots from excluded countries could enter as guests. By the conclusion of this discussion, Bosshard asked that item 30 of the agenda be deleted.

Foreign entries were invited for the British League (dates yet to be confirmed).

There is to be a Swiss round of the PWC.

Pre-European Competition in paragliding is to be held by Norway (Vogo)

16—26 June.

22 Hang Gliding World Cup (World Series)

Pagen stated that the object is to rejuvenate hang gliding. In the USA the average age of hang glider pilots is greater than that of glider (sailplane) pilots. CIVL has much to offer towards stability, status etc, and the intention is for the World Series to be part of CIVL. There will be three types of competition within the Series: Cross Country, Speed Gliding and Aerobatics. The cross country will comprise triangle courses of different sizes, so that where possible the pilots will return to a contest centre. The World Series will be for individual pilots, not teams

Hayler announced that the preliminary arrangements had been made. There would be a trial period after the World Championships in Ager, particularly to test the Speed Gliding component. He was grateful for the support given by the CIVL President, and for help from well-known pilots who were on the committee.

Comment and discussion followed:

Bosshard: Supports the new development but questions the finances.

Dæhlin: The finances will be dealt with under 'Budget'.

Bosshard: If this is to be approved by CIVL plenary session, the rules and regulations should have been circulated before the meeting.

Hayler: We (individuals outside CIVL) have put a lot of cash into it. CIVL will get its investment back.

Franke: Why was CIVL's Sfr 20,000 put into this?

Dæhlin: The outlay for 1996 is balanced by Sfr 10,000 of income, therefore the expense will be Sfr 10,000.

Bosshard: Average pilots do not feel the need for more international competition. There are enough now.

Pagen: PWC has been successful — this will do the same for hang gliding. Also, the European Championships in 1994 were over-subscribed. There is a need.

Himberger: What was money spent on?

Hayler: Computer, fax, telephone, time. We're grateful for the cash, but sanction fees will give CIVL a good return.

Bowyer: We do need more championships for our improving pilots.

Breughelle: Is this a sub-committee of CIVL? Have studies been made to seek possible sponsors?

Hayler: It is developing. There will be a complete programme by next CIVL meeting. I am backed by a good committee and this is a long-term job.

Tänzler: I am worried that we are doing two things at once: Speed Gliding and World Series of Hang Gliding. Would prefer to see speed gliding demonstrated on a national basis first.

Hayler: I tend to agree, but we have to develop new ideas when they come. We must go forward.

Pagen: Speed gliding is not new. It was done in the 1970s. It may also be done in conjunction with the British League in 1995 — we are currently liaising with the League and Murray Rose.

Bowyer: Understands concern, but CIVL are correct in being pro-active. This is a unique opportunity for us to support from the start.

Rose: Agreed that Speed Gliding is not new, and that is a good argument for using experienced international pilots.

Himberger: Agreed that new ways and championships needed. We must broaden the appeal for all pilots.

Bosshard: Why no demonstration event so far?

Hayler: It all takes time. Initial trials in Wales have been good. Unfortunately not yet a promotional video to show.

Bowyer (speaking as CIVL Treasurer): We are not looking at a big investment all at once. The sum is Sfr 7,500 in 1995.

23 International pilot ranking system

See paper by Mollison, **Annexe 23** to these minutes.

Discussion: Franke considered that a ranking system was not needed; Pagen thought it should not have a very high profile, but countries may find it useful for team selection. Himberger, Bosshard and Bowyer were in favour. Brughelle considered it essential to define the purpose — is it to let top pilots into competition? Himberger said such systems were common in other sports and we should have them.

The motion: *CIVL Bureau develops and applies a pilot rating system in all three classes.* For 15, against 8. The motion was carried.

24 Technical Conference

Bureau proposed that: *CIVL approves the project of organizing a technical conference covering diverse aspects of hang gliding and paragliding sport.*

Tänzler introduced the proposal, as there was a need to exchange ideas and move the sport forward. Dæhlin was working on it with him.

Tänzler stated that Germany would be prepared to host such a conference. Possibly in conjunction with INDUGA, the major trade fair for the sport. He also noted that several Delegates had indicated a strong need for such a conference and requested further information on the amount of interest.

Brughelle stressed the need for the objectives of the conference to be clear. The agenda should not be too wide. Possibly simply concentrate on safety, or training and instruction. It must be open — not just for CIVL.

Welch stated that OSTIV (the sailplane technical conference) was held every two years. It may be useful for us to draw information from that source. Dæhlin agreed that this may be a good idea, and that he would be happy to cooperate.

Himberger suggested that rescue and distress signalling should be included in any proposed agenda.

After brief further discussion the motion was accepted unanimously.

25 Youth Development Plan

Declan Doyle will be continuing with the work. A questionnaire is being prepared and all delegates are requested to help in getting responses to this. There is the possibility of a 'Youth World Cup' in future. Welch asked CIVL to define 'junior'. Input from all interested sources is requested before the next CIVL meeting.

26 Class definitions

Item 1.1 of the Sporting Code Section 7 is amended to read *method of primary control*, rather than the existing wording *primary method of control*. This is a clarification applicable to Class 1 and Class 2.

A further clarification was added to Class 2: *It is considered that a roll control will always induce yaw and vice versa. Therefore such controls automatically affect two axes.*

It was then proposed by the USA that Class 1 definition is further amended by the addition of: *Camber-changing or lift reducing devices, when symmetrically applied, are allowed.* Discussion followed, after which the proposal was amended to: *Class 1 remains unaltered.* Proposed Switzerland, seconded Australia. This motion was carried: 10 for, 5 against. Class 1 therefore is unchanged apart from the clarification.

Weight limits for Class 2 were discussed. Weighing accurately is a problem, and indoor facilities for this are desirable. Eventually the motion was put:

Establishment of weight limits for Class 2 shall be postponed until after the 1995 (Ager) World Championships, and a working group will evaluate the issue before the next CIVL meeting. Passed: 8 for, 2 against

27 Back-up sites for championships

Bowyer (UK) suggested that CIVL funds could be used to set up championships at sites where there are insufficient resources at present.

After discussion the consensus was that assistance could (and in some cases already was) be given on an informal basis and without the CIVL funding. The item closed without a vote.

28 Powered paragliders (auxilliary motor type)

UK had requested information concerning the organization and administration of this activity in other countries. In Australia and Japan it is administered within hang gliding. The USA has a separate, independent organization. Most other countries present reported that there was either no specific rule, or that the microlight authorities dealt with it.

29 Competence of Bureau

Switzerland was very critical of Bureau's decision to sanction a World Speed Gliding Championships in the UK (these were eventually cancelled). *Bureau should not be able to accept new types of World Championship. Item 4.4 of CIVL Internal Regulations should be more limited.*

Dæhlin stated that we had the choice of taking a unique opportunity or turning it down. If we had turned it down, we could have been accused of not acting in the interests of developing the sport. We took the chance, knowing that it had the energetic support of the British authorities.

Tänzler stated that previous experience of the type of event is needed before a Championship can be held. The format should have been tested at national level.

Bowyer was concerned that Bureau's capability to be pro-active should not be limited.

The proposal was put (amending CIVL Internal Regulation # 4.4): *Sanction of new types of World Championships is to be allowed only by CIVL plenary meeting.* for 8; against 8. The motion therefore failed because of lack of a two-thirds majority.

30 Competence of Bureau etc.

This was withdrawn at the request of the proposer during discussion of agenda item 21.

31 Budget

Treasurer Bowyer introduced the amended 1995-6 budget.

Himberger urged us to spend money to promote the sport, to attract wider participation. Whittall commented that we were very aware of that, but funds were very limited: example suggestions would be welcome.

Franke enquire if PWC would receive money in the same way as the Hang Gliding World Series (HGWS). Dæhlin confirmed that it would, provided it became a subcommittee of CIVL. The Treasurer emphasised that this expenditure was seen as a good investment.

Himberger considered that we spend too much on competition. Discussion then returned to the HGWS. Bosshard requested details of expenditure.

Bowyer: of the Sfr 7,500 for 1995-6, half has been spent on equipment, the rest on administration. Further income will be from subscriptions. We can amend the budget at the next CIVL meeting. If the HGWS doesn't develop, the budget will be revised. This is the start; Hope all will have faith in the Bureau.

Hayler: Even if it all goes wrong, CIVL will get the equipment back.

Oka then asked for confirmation that no figure for CIVL's own administration expenses appeared. This was confirmed, with the exception of a late-presented account from the Secretary for Sfr 519 for postage and fax.

The budget was then accepted. For 17. None against

32 CIVL Awards

Tony Barton (USA) was proposed for the Pêpe Lopes Award. See citation, *Annexe 32* to these minutes. *Carried unanimously*

Himberger requested that Bureau should canvass for nominations for 1996 awards in good time.

33 Election of officers

The following officers were correctly proposed and seconded before being returned unopposed:

President: Per Christian Dæhlin (Norway)

Vice Presidents: Dennis Pagen (USA), Paul Mollison (Australia), Paul Thomas (South Africa)

Secretary: Noel Whittall (UK)

Treasurer: Jim Bowyer (UK)

34 Date and venue of next meeting

A formal invitation was received from Preddvor, Slovenia, as an alternative to Paris.

After voting with a majority of less than two-thirds for Preddvor, Paris was selected.

The formal proposal to hold the meeting in Paris was Proposed Australia, seconded UK. 20 in favour. None against

Dates: March 15 — 17 1996

35 Any other business

35a *Team size for HG World Championship 1995, Ager, be increased to 7.*

Proposed UK, seconded USA. For 12, against 7. The motion was carried

35b *Class 2 be included in HG World Championship 1995*

Proposed Switzerland, seconded South Africa

Pedro Chapa, Meet Director, stated that he would run Class 2 if there are enough entries.

The motion was passed unopposed.

35c *Guest pilots are not permitted in World Championships*

Proposed Switzerland, seconded France.

(The meet director at Ager had proposed to admit up to 5 guest pilots.)

For 14; against 6. *The motion was passed, therefore guests are excluded from all future World Championships*

Close

The President closed the meeting and thanked all those attending, as well as our generous hosts in Spain: the Real Aero Club de España, the Town Council of Ager and the Organizing Committee of the 1995 World Championships.

These minutes recorded by Noel Whittall, Secretary, and approved by Per Christian Dæhlin, President

List of attendance

- Australia: Paul Mollison *Delegate and Vice President*
- Austria: Sepp Himberger *Delegate*, Sigi Joast *Alternate*, Markup Villinger *Observer*
- China: Xu Zengwu *Delegate*, Yan Guangyer *Observer*
- Chinese Taipei: Frederic Wang *Alternate Delegate*
- Croatia: Ljubomir Tomaskovic *Alternate Delegate*
- Denmark: Claus Lykke Jepsen *Delegate*, Frank England *Observer*
- FAI: Max Bishop *General Secretary*
- Finland: Reini Valtonen *Observer*
- France: Olivier Burghelle *Delegate*, Stéphane Villedent *Alternate*
- Germany: Klaus Tänzler *Delegate*; Reinhard (Zico) Franke *Alternate (PWC President)*
- Hungary: Erno Biró *Alternate Delegate*, Marton Ordody *Observer*
- Italy: Pietro Bacchi *Delegate*, Marco Borri *Observer*
- Ireland: Declan Doyle *Delegate*
- Japan: Yoshiki Oka *Alternate Delegate*
- Netherlands: Flip Koetsier *Delegate*
- Norway: Per-Christian Dæhlin *President*; Christer Bonde *Delegate*
- Poland: Miroslav Rodzewicz *Delegate*
- Slovakia: Pavel Vavro *Delegate*
- Slovenia: Zlato Vanic *Alternate Delegate*, Srecko Medven *Observer*
- South Africa: Paul Thomas *Delegate and Vice President*
- Spain: Pedro Chapa *Delegate*, Jordi Salvat i Alabart *Alternate*, Anna Lopez *Observer*
- Sweden: Per Jutemar *Delegate*
- Switzerland: Thomas Bosshard *Delegate & President d'honneur*
- Turkey: Bekir Bastue *Delegate*, Luti Yuzuak *Alternate Delegate*
- United Kingdom: Judy Leden *Delegate*; Jim Bowyer *Alternate and Treasurer*; Walter Neumark *Observer*; Ann Welch *Presidente d'honneur*; Noel Whittall *Secretary*
- USA: Dennis Pagen *Delegate and Vice President*
- Sports representatives**
- PWC/HGWS: José Hayler
- HGWS: Murray Rose

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7c3	Tänzler again, ref Euro Airsports (ditto)
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from 30th March to 02nd April 1995

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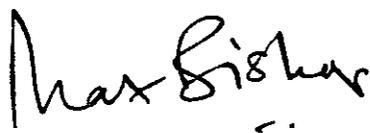
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BELLEFONTE, PA 16823

- A FAI Working Group on the Environment (likely to become a Technical Commission) has been established.
- Future FAI General Conferences (all CIVL delegates welcome to attend) :
 - 1995 South Africa
 - 1996 Slovenia
 - 1997 Brazil
- Payment by credit card now possible.

FUTURE PLANS

- Internet to be introduced at FAI Headquarters in 1995.
- Decision on World Air Games (Turkey 1997 ?) will be taken in June 1995.
- Plans for further enhancements to service for FAI Air Sport Commissions being made.



Max BISHOP
Secretary General



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Oslo, Norway, 01.02.95

Presidents report to the CIVL plenary meeting 1995, Ager, Spain

Last CIVL meeting

Last year several commissions held their meetings together for the first time. I believe it is important to bring members of different commission together like this, it helps us to widen perspectives a little and to strengthen the organisation. But we also should learn from the last meeting and next time try realize more of the potential in joint commission meetings. I would again like to thank the Spanish Aero Club and FENDA for arranging last years CIVL meeting.

Rapid Information Service and FAI BBS

I am glad to report that the Rapid Information Service (RIS) for Hang Gliding and Paragliding World Records and attempts are working very well. It is now operated from Paris, and it provides information directly to magazines and organisations.

We hope that FAI soon will invest in a Bulletin Board System (BBS) that is also connected to the Internet. This will allow anyone to access FAI-information provided they have a computer with a modem. Communication will be greatly enhanced and information more easily accessed. Obvious information that could be included on a FAI-BBS is Hang Gliding and Paragliding World Records and attempts, results from championships, FAI Hang Gliding World Cup results etc. etc.

IPPI card

The International Pilot Proficiency Identification (IPPI) Card for Hang Gliding and Paragliding is now being used by 17 countries.

This is a success in itself, but this program still holds an enormous potential that we should try to develop. This will take some work and I hope you all will try to participate in and support this actively.

Speed Gliding

Shortly after the last CIVL meeting in Marbella, I received an enquiry about a World Championship in Speed Gliding. Max Bishop, the FAI Secretary General asked me what this was all about. I told him that I didn't know and suggested that he spoke to the Gliding Commission. He replied that it was

the Gliding Commission that wanted to know!

Over the next couple of weeks it gradually dawned on me that Speed Gliding was Hang Gliding, and that a prepared World Championship was now indeed in CIVL's ball park. The preparation had been done by Murray Rose who, not really knowing FAI and CIVL, unfortunately held the cards a little too close to his chest during the planning process.

Speed Gliding is, as you all know by now, a new competition concept for Hang Gliding. The purpose is to revitalize Hang Gliding by bringing back speed and action and thus making it more spectator and TV friendly. This fits straight into one of CIVL's agreed aims; To stimulate and maintain the development of Hang Gliding in order to prevent its decline.

The British Hang Gliding and Paragliding assn. (BHPA) then asked CIVL to Sanction the Speed Gliding World Championships.

We had by then already been in contact with Murray Rose through Jim Bowyer. He did not only have a new concept for Hang Gliding competitions. He was also willing to invest time and resources to see it through. It was apparent that this was a unique opportunity.

However, we didn't believe there was only one right answer to the British request. We could have turned it down due to formalities and the risks involved. But then we would also risked having Speed Gliding World Championship outside FAI and CIVL.

After some discussions the bureau decided to accept the risks and do what we thought would be best for the sport in a long term view. Both with regard to the development of Speed Gliding and for Hang Gliding in general. When we decided to sanction the event we also leaned heavily on the BHPA for several organisational aspects like safety and preparations.

Shortly after we sanctioned the event, we realized that one important prerequisite had not been met; Information about the Speed Gliding event had not been circulated to all NAC's in due course. The next week Murray Rose chose to cancel the 1994 event.

20

Murray Rose is attending this meeting in order to support the british bid for sanction of a 1995 World Speed Gliding Championship. I hope this forum will approve this. Hang Gliding needs revitalization, and it needs it now!

First Class Events

There was 3 first class events last year;

- The 4th Female World Championship in Hang Gliding (HG class 1) in Chelan, Washington, USA
- The 9th Hang Gliding European Championships in Laragne, France
- The 3rd Paragliding European Championships in Predvor, Slovenia

Complete results from these events have been printed in CIVL-info. We will also summarize experience from these events later in this meeting.

I would now only like to say that I am particularly happy with the performances achieved in the Female Hang Gliding World Championships. These prove that the decision at the last CIVL meeting to continue with separate championships was right.

It is unfortunate that not enough rigid wing pilots participated in Laragne to qualify the events as European Championships. The current development in this class is very promising and I am sure we soon will have Class 2 Championships again.

Records

Last year there was several World Record attempts in Hang Gliding and Paragliding. Some of these are still to be homologated by FAI. It is good to see that many of the attempts are in tandem or female category, and over triangular, out and return and/or speed courses. This fills out the empty spaces in the "map", and more of the 135 possible World Records in Hang Gliding and Paragliding now exists.

However, we still need to inform pilots about the formalities (and reasons for these) surrounding world records. It is important to safeguard the record-holders right to know that nobody can cheat them out of a record. Also the integrity and validity of the records must be protected.

We now have good declaration and application forms for World Records. There are however still unfortunate pilots that miss on simple things like;

- They forget to report the record attempts to their NAC and FAI within the prescribed time. Other pilots that makes an attempts for the same record are then not able to find out what the most recent attempts are.
- Or they fail to make the distance for a speed record long enough to accomodate for any errors in the distance calculations. They do not realize that their speed is calculated from the whole course distance and not only the record distance.

Hang Gliding World Cup

Last year Joe Hayler took the initiative for a Hang Gliding World Cup. He did a lot of work in order to establish a committee similar to the Paragliding World Cup committee.

This situation was discussed in the bureau in September. We have for some time been concerned with a potential proliferation of international organisations for Hang Gliding and Paragliding - all having similar goals. We therefor decided to propose to this committee that it became a subcommittee to CIVL rather than an independent association. Last November we had a meeting in London with Joe Hayler, Jim Bowyer and myself present. The result of this was very positive and some principles ~~was~~ agreed. CIVL would offer seed funding for the Hang Gliding World Cup that would become a subcommittee to CIVL. The committee is currently under the leadership of Dennis Pagen, with Joe Hayler as secretary and Murray Rose and John Pendry as members. There are also several pilots involved as an advisory committee.

The bureau hopes this meeting will agree that this World Cup becomes a CIVL subcommittee, and we will discuss this as a separate item. We will also discuss the changes this will bring to the CIVL internal regulations and funding for the HG World Cup as a part of the budget.

I would like to thank Joe Hayler for his initiative and positive attitude to cooperation and development of the sport.

FAI/CIVL technical conference

The bureau have also discussed the possibility of having a FAI/CIVL technical conference for Hang Gliding and Paragliding. I am very happy that Klaus Tänzler and the DHV have been interested in this project and I really look forward to an international technical conference.

Long Term Plan

At the last CIVL meeting we agreed on a Long Term Plan for Hang Gliding and Paragliding. I will now only remind you of this. Please use this plan actively in your work both here and in the future. If you have proposals for changes and addendums please give them to me or Noel Whittall.

We plan to revise the long term plan at the next CIVL meeting.

I have in this report tried to summarize some of the important items where the bureau have been directly involved and items that will not be dealt with in the other reports. I hope this can serve as an introduction to this meeting and I look forward to an effective meeting with ample time for fruitful discussions and cooperation that will bring the sport forward.

Report to the CIVL meeting in March 95
from Klaus Tänzler, chairman of the CIVL subcommittee - Safety and Training

The purposes of the subcommittee are stated in the CIVL long term plan. Here specific items are highlighted.

Training

Purpose: to keep up to date, the safety and training programs for Hang Gliding and Paragliding (Safe Pro and Para Pro) on which the IPPI card is based.

Up to now nobody has asked for changes in current training programs. It is understood that these programs satisfactorily meet the present requirements. But we continue to monitor this.

Purpose: to promote the IPPI card in order to ensure clear evidence of pilot proficiency and to encourage the recognition of the IPPI card as the international standard

The Aero Club of the Hang Gliding and Paragliding countries recognise the IPPI card for guest pilots so far as their national laws allow. Problems exist where legal responsibility rests with the transport ministry rather than the Aero Club.

In Italy guest pilots were not allowed to fly according to the law. However, after having worked closely with a member of the Italian Parliament a change in the law was reached. So in 1994 guest pilots with IPPI card had no problems flying in Italy. The German Transport Ministry has decided to bring in a regulation allowing guest pilots to fly in Germany with an IPPI card in the event that their national licence is not specifically recognised. The ministry of Germany has informed Austria and Switzerland in order that consistent regulations apply.

The IPPI card will be useful in the future because neither ICAO nor JAA is going to provide an international standard licence for Hang Gliding and Paragliding.

Safety

Purpose: provide a forum for exchange of information and discussions of safety.

In the CIVL bureau meeting of September 94 the bureau stated the need for an International Technical Conference on Hang Gliding and Paragliding. This conference would discuss safety and training issues and various technical aspects as the tests being used for Hang Gliders and Paragliders. There would be the possibility to organise such a conference in conjunction with the INDUGA (the major Hang Gliding and Paragliding fair) in Germany. Should the CIVL plenum agree to such a conference, I would be prepared to organise it. However I think a specific working group for the preparation should be created.

Purpose: assemble information and statistics on Hang Gliding and Paragliding in member countries. Analyse and disseminate this information so that it will contribute to the improvement of the sports, the equipment, training methods, international standards and safety.

The gathering of international statistics creates problems. Useful was the continuing evaluation of relevant Hang Gliding and Paragliding magazines worldwide. In 1993 a problem occurred in Paragliding. This was the serial rupture of Kevlar-lines. Meanwhile the problem seems to be solved by use of better material in new equipment and regular informed checks of used equipment. In 1994 no more serial line ruptures were reported. In Hang Gliding, through international co-operation, pitch up problems with VG compensators have been discovered. It is known today that pitch up tests can be necessary, not only with VG fully pulled and fully loosened, but also in positions between.





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Minutes Annex
7a5

1994 Annual Report

In 1994, there were far fewer problems with record claims than in 1993. One interpretation of this might be that pilots are becoming more aware of the FAI's record procedures.

But there is still much work to be done. For this reason I have proposed and am developing a series of articles on the CIVL's record procedures, and on common mistakes made by pilots. These articles will be submitted to the FAI magazine and to 'Cross Country' (also other magazines upon request).

The committee is also reviewing the various record categories, particularly the one involving 'distance via one turnpoint'. This category appears to not have provided any unique flights in recent years, as pilots merely collect this additional record on the way to a claim for open distance. As such, the question arises as to whether the category should be abolished.

One idea being entertained as an alternative to abolishing this category is to modify it so as to make it more useful, through the addition of two words to the definition: 'distance via one *or more* turnpoints'. This slight change could be expected to result in some truly unique cat's cradle flights in areas where geography prevents or limits open distance, and where pilots wish to have more options than allowed by triangles.

At this time, the committee is considering what restrictions, if any (for example, a minimum change in heading between first and last legs), would need to be placed on this category which has been available to sailplane pilots for many years. Those pilots wishing to comment on this idea should contact the subcommittee at the address shown above.

As a final point, mention should be made of the large improvement achieved this year in communication by CIVL/FAI of new record attempts, due to the introduction of the Rapid Information Service faxes. Thanks and congratulations should go to the FAI Technical Officer Thierry Montigneaux for implementing this very useful service with the support of CIVL.

Stewart Midwinter







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REPORT FOR 1994

In 1994 three approvals of EAMs (Electronic Altimeter with Memory, alias barographs) were granted by FAI for use in badge and record flight claims for Class 0 Airports (hanggliding and paragliding). The two manufacturers involved were Skybox and Davron. In total 18 instruments have now been approved, the first back in 1989.

The plans for the committee in 1995 are mainly:

- Continue the work basically as before
- Revise the EAM requirements document
- Speed up the approval process
- Consider various aspects regarding the use of GPS in our sport

The testing of instruments presently submitted for approval indicate a need to clarify the requirements for EAM's. In order to help the manufacturers during the design and development phases, the requirements document will therefore be restructured and presented in a new revision.

The use of GPS in airsports is a topic that needs attention. GPS receivers are already used in sailplane competitions, and are beginning to come into use also among hanglider -and paraglider pilots. Some aspects that should be considered are:

- 1) Political issues; a general and principal discussion about the use of GPS
 - a) in competition as navigational aid
 - b) in competition for flight verification
 - c) for documentation of record flights
- 2) Experiences with the use of GPS in sailplane competitions
- 3) Practical experience with the use of GPS in hanggliding and paragliding



- 4) Technical details
 - Coverage (probability for position lock)
 - Accuracy
 - Tamper proofing
 - User interface

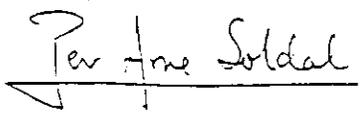
- 5) Organisational aspect
 - Advantages during competitions

- 6) Security for pilots

These and other aspects of the use of GPS in our sport should be studied, discussed, tested and documented, so that a sound basis can be established for the formal decisions.

1994 saw a change of chairman of the Subcommittee for Flight Verification. After 5 years as chairman, John Zalewski chose to hand his work over to this signature. John has done an exquisite work in running the committee for five years and it is a pleasure to continue on from the tracks he has started.

Per Arne Soldal



Chairman, Subcommittee for Flight Verification



Progress Report for 1994 of the Europe Airsports working group
Hang Gliding and Paragliding by co-ordinator Klaus Tänzler

Europe Airsports gathered the necessary information about what is happening in the European bureaucracy, to have an early warning of matters which can affect our sport. So far nothing relevant for Hang Gliding and Paragliding came up.

Our proposal for European regulations for Hang Gliding and Paragliding is unchanged, no more comments have been received since 1993. The proposal proved to be useful for some eastern European countries wishing to modify their regulations for Hang Gliding and Paragliding. At present I am in contact with Zlato Vanic who is working together with the Slovenian government on new Slovenian air regulations.

The European regulatory body JAA is not dealing with Hang Gliding and Paragliding. At present it is working on European PPL regulations. The latest draft shows that the new European PPL will bring more requirements and more costs for the pilots. JAA is unifying the different standards of Europe at a level which seems to be higher than the highest existing level.

The Hang Gliding and Paragliding working group does not intend to get an European license for Hang Gliding and Paragliding created by JAA. Instead we continue to widen the area of mutual recognition of the various European Hang Gliding and Paragliding licences. The IPPI card - introduced world-wide by FAI/CIVL - has also proved to be helpful in Europe. Problems exist where legal responsibility rests with the transport ministry rather than the Aero Club. In Italy guest pilots were not allowed to fly according to the law and in several cases flight equipment has been confiscated by the Italian police. However, after having worked closely with a member of the Italian Parliament a change in the law was reached. So in 1994 guest pilots with IPPI cards had no problems flying in Italy. The German Transport Ministry has decided to bring in a regulation allowing guest pilots to fly in Germany with the IPPI card in the event that their national licence is not specifically recognised. The ministry of Germany has informed Austria and Switzerland in order that consistent regulations apply.

Due to increasing environmental problems in some European countries a scientific study initiated by the DHV has been distributed. This study proves that our sport does not significantly affect the wildlife. In addition I continued to monitor very closely the efforts of the environmental ministries of the alpine states to complete their Alpine Convention with agreed protocols. There had been the threat that the protocol tourism would bring restrictions for Hang Gliding and Paragliding. After proper information presented to CIPRA the latest draft of this protocol shows no such general restrictions. But there is still a danger that individual countries could install restrictions in their territory.

A distribution of technical information about serial ruptures of paraglider lines has been successfully carried out. Now this danger for Paragliding seems to be under control. In its next meeting FAI/CIVL will discuss organising a world-wide technical conference for Hang Gliding and Paragliding. Such a conference could be organised in connection with Europe Airsports, the result of this conference could be efforts to unify world-wide the different test procedures for Hang Gliders and Paragliders.

I represented the Hang Gliding and Paragliding working group at the Europe Airsports General meetings and attended the bureau meetings as the elected representative of the Europe Airsports co-ordinators. The work successfully achieved in this meetings was to organise the attendance of Europe Airsports representatives on the relevant European bodies, to lay out the policy of Europe Airsports, to create an efficient structure of Europe Airsports and to secure the financial situation.

THIRD EUROPEAN PARAGLIDING CHAMPIONSHIP PREDDVOR, SLOVENIA, JUNE 24 - JULY 10 1994

REPORT FROM THE PRESIDENT OF THE JURY

Members of the Jury were; Sigi Joast (Austria), Walter Newmark (United Kingdom) and Per Chr. Dæhlin (Norway).

This was the 2nd European Paragliding Championship hosted by Slovenia. Former Jugoslavia have also hosted an European Championship in Hang Gliding in the same area. Zlato Vanic have been meet director for all these championships.

The Slovenian organisation had a lot of experience and worked hard throughout the championships. There was 7 valid days of competition flying, whereof 4 before the cut.

A total of 101 pilots (including 16 female pilots) and 16 countries participated in the championships. In addition; 1 Japanese guest team, incl. 1 female pilot also participated in the competition. 64 pilots participated in the finals.

Tasks was either Speed (3) or Race (4) to Goal. The PWC scoring system was used. The longest task (75 km) was called on the first day. Only 3 pilots made goal. The remaining tasks before the cut were; task 2 - 61,5km (39 in goal), task 3 - 63km (best pilot 50km), task 4 - 43km (55 in goal). The 3 tasks in the final were; task 5 - 49km (31 in goal), task 6 - 68km (best pilot 65,5km), task 7 - 43km (58 in goal).

Generally the running of the championships went well and everything ran smoothly. But unfortunately the championships were plagued by a low cloudbase throughout, and cloud flying occurred.

There was one protest during the championships. It was against two members of the British team who allegedly had flown in clouds during task 3. The protest was not upheld.

CLOUDFLYING

It is very difficult to deal with protests regarding cloud flying based solely on observations from other competing pilots. We have to establish some further preemptive measurements in order to lessen or avoid the problem of cloud flying. To let other non-competing pilots fly with the field is an option that have been used in some national competitions.

STEWARDS AND CUTS

We also need to examine the stewards role in the championships. Some instances (both in Verbier

last year and now in Slovenia) have shown a profound need for a stronger steward, possibly also with some formal powers. Sometimes the pilots safety have needed stronger attention and sometimes the meet directors have needed to be pointed in the right direction. A stronger steward is necessary to avoid that the jury gets involved with the running of the championships. The steward should also be appointed by CIVL and not by the organizers. If it not possible to do this within the existing rules, we should create a new role to take care of this.

CIVL should also look into the problems around cuts. Usually they have a dual purpose; to let more pilots participate in the championship (before the cut) and to let the organizers set more challenging tasks (after the cut). We need to ensure that cuts do not throw out an unnecessary number of pilots, but that safety still is ensured.

PER CHR. DÆHLIN



Minutes Annex
sb

WOMEN'S 3RD WORLD HANG GLIDING CHAMPIONSHIPS IN CHELAN, WA, USA, JULY 5-15 1994

REPORT TO CIVL FROM THE PRESIDENT OF THE JURY

This was a very successful Championship, well-managed by a small and adaptable team led by Meet director Dan Uchytel. Seven tasks were scored, including out-and-return of 157 km and goal of 154,5 km.

Few difficulties were encountered. However, the equipment available for scrutiny of turnpoint photographs was only just adequate. We recommend that future Championships should use equipment such as the 'Fotovix' which is capable of producing positive images from the competitors' negatives and displaying them on a TV screen.

There was some difficulty in checking whether or not pilots who arrived at goal were below the required 1,000ft (300m) ceiling. As the observers gained experience, consistent results were obtained, although it was generally thought that the height being required by them was rather lower than 1,000ft.

There was only one protest, but as it was on the last day and would have affected the first place, it was a particularly serious matter. The question was whether or not the ~~first~~ eventual winner crossed the goal line correctly, and whether the removal of a pole at one end of the line constituted a breach of the rules. As the pilot involved was Swiss, the Swiss member of the Jury withdrew from the final deliberations. After thorough investigation, the Jury was satisfied that the crossing had been made and the protest failed. The Jury do not wish to criticize the individual who removed the pole, considering that this was a spontaneous act executed purely in the pursuit of pilot safety.

The following comments are made in the interest of future competition. They are in no way criticisms of the organizers at Chelan.

- Further research needs to be done on the shape and positioning of competition numbers on gliders. Observers often had difficulty in identification.
- Small 'repeater' numbers, ideally on the leading edges within about a metre of the nose, would be very useful for officials when managing start lines and for photographers when sorting out their day's work. This point is not trivial; professional sports photographers at the event commented on the difficulty of knowing whom they had shot.

- End markers for goal lines (eg poles supporting flags or windsocks) must be considered purely as markers and aids for observers: not as obstacles to be negotiated by the competitors.
- The idea of setting courses in FAI Championships which will allow the establishment of FAI records without the need for barographs is impractical where a 'tarp' start is used because it is then impossible to monitor the start height. Some more thinking is needed here.

Overall, the standard of tasks and the quality of flying by the competitors should leave no doubt about the wisdom of having a separate championships for women. Not to have done so would have deprived many good pilots of an opportunity to represent their countries.

NOEL WHITTALL

Members of the Jury were Noel Whittall, UK (president); Thomas Bosshard, Switzerland; Thomas Machtel, Lichtenstein.

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EUROPEAN HANG GLIDING CHAMPIONSHIP, LARAGNE, FRANCE, JULY 20 - AUG 7 1994

REPORT FROM THE PRESIDENT OF THE JURY

Members of the Jury were Ann Welch, Ingrid Anita Strand and Marton Ordody. All were present throughout the Championship.

The position of Director was given to Olivier Bourgelle on the first competition day owing to the sudden death of Regis Repellin during the previous night. Olivier's jobs of chief marshall and photo interpreter were redistributed.

The weather during the first few competition days were bad owing to big thunderstorms even the automatic weather station was struck by lightning. By the start of the second week only two tasks had been flown, and since two tasks were also required for the finals the risk could not be taken to postpone the cut. This was naturally hard on a number of countries who had no pilot above the cut. The Director asked the Jury if it were possible to eliminate the cut to allow all pilots to continue in the competition. This was on the edge of the rules between 'change' and 'additional requirement' so the advice of the CIVL President was sought. All concerned were agreed that a unanimous vote of the team leaders was required if all pilots were to be allowed to continue. The vote was not unanimous. It is essential that rules concerning a cut should be discussed at the next CIVL meeting. A proposal is set out below and will also be included in a general paper on Section 7 updating.

After the cut the weather became anticyclonic with good but increasingly stable days. 7 tasks were flown in Class 1 and 6 in the Class 2 competition.

There was a general feeling among both organisers and competitors that the Crapanzano scoring system was too complicated. It also did not provide for tasks like cats cradle. The scoring system needs to be reviewed at the CIVL meeting.

Class 2 could not be an FAI championship because there were only 7 entries from 4 countries (and one of these was American). It was also not possible because all references to Class 2 had been deleted from the latest edition of the Local Regulations given to the Jury on arrival. The deletion had not been done by the organisers and the Jury does not know how this happened. Clarification needs to be made on this matter. Class 2 also needs to be reinstated in the Local Regulations together with information on distribution of team pilots between Classes.

A technical discussion about Class 2 is also needed on the following subjects: helmets and cockpit visibility, landing speeds and spoilers, airworthiness standards and test flight programme. At pre-

sent the Swifts are not strictly hang gliders because the landing speed is a bit too high for feet.

Finally, the championship organisation at Laragne was consistently good, helpful and friendly despite the problem they had at the start. There were no protests and only two minor accidents.

SECTION 7 PROPOSAL CONCERNING THE CUT.

Affects 4.4.4.

There will be no cut in World or European Championships unless this is requested by the Organisers at the time of making their bid. If a request for a cut is accepted it may not be made until 4 tasks have been flown. This means that the championship is valid. Thereafter a cut may be made to reduce the total number of competitors to not less than 60% (?) of the number of pilots who flew on the first day.

ANN WELCH, 12.8.94.





The FAI WORLD HANG GLIDING SERIES

6.7.7 World Hang Gliding Series (WHGS) Subcommittee

Minutes Annex 11b

The WHGS subcommittee's task is to run a hang gliding world series. This work requires stability, continuity and capability to make decisions lasting several years.

6.7.7.1 Composition

The Officers of the WHGS subcommittee are:

- President
- Vice President(s)

The subcommittee shall also have at least five members.

6.7.7.2 Terms in office

The Officers of the WHGS subcommittee shall serve an initial period of four years. Subsequent terms shall rotate so that one Officer is appointed/reappointed every year.

Members of the WHGS subcommittee shall serve 1 year terms.

6.7.7.3 Appointments

Following the initial period of appointment, the CIVL bureau shall appoint 1 member of the Officers of the WHGS subcommittee each year from a list of candidates proposed by the WHGS subcommittee.

The Officers of the subcommittee can be reappointed for unlimited numbers of terms. The Officers of the subcommittee appoint the members of the subcommittee as required.

6.7.7.4 Subscribers

The WHGS subcommittee may develop a subscription system for interested parties, subscribing to information, results etc.

6.7.7.5 Authority

The subcommittee has the authority for any reasonable action necessary as specified within the Terms of reference.

6.7.7.6 Decisions and Vote

Decisions in the subcommittee will be by simple majority. The Officers of the subcommittee will make decisions between subcommittee meetings. These are subject to approval at the next subcommittee meeting.

Each member of the subcommittee shall hold 1 and 1 only vote in meetings.

6.7.7.7 Reports

The subcommittee shall report regularly to the CIVL president and give a full report at each CIVL meeting.

6.7.7.8 Terms of Reference

Terms of Reference for the WHGS subcommittee are attached in the annex.



CIVL, AGER, LOCAL REGULATION PROPOSED AMENDMENTS

Comments from Zlato, Yoshika and Olivier.

Oka

EXTENSION TO CHAMPIONSHIP PERIOD.

Loc. Reg. 1.4.3. (not 1.2). Covered in Sec. 7 4.4.4. which allows the prizegiving day to be used as a contest day in emergency. Not practicable to make a further extension as some competitors will have air or ferry reservations.

MALE AND FEMALE CHAMPIOSNIPS

Sec 7 does not state that there should or should not be separate championships. It has become practice to have separate championships in Class 1 (Class 2 still too small) but no separation in Class 3. Do we want to make rigid rules at this stage? At present a female competitor can be entered for any world or continental championship by her NAC. Do we want to stop this?

DAMAGE TO COMPETING GLIDER.

(Zlato and Yoshika). 4.4. in Annex 9, Loc. Regs. (b) should include Class 3, as well as 1 and 2. Accept that competitors should be informed about replacements.

RESTART, LOC REG 5.1.2.

If it is agreed to allow Zlato's addition the 2nd sentence could read 'A failed take off or a safety problem ~~within 5 minutes of~~ take off which results in a landing will not count as one of the permitted number of launches, but the pilot's flight time will be taken from the time of the first take off attempt.

immediately after

5.6. Wording in Sec 7 4.25.5. can be inserted as 5.6.

5.7. Acceptable to add; In addition to photographing the landing place with the glider identifiable the pilot should obtain the name and address of a witness to the landing, other than a member of his own national team. (if agreed this could also be in Sec 7 4.28.1.)

5.8. COMPETITION DAY VALIDITY

Covered by Sec 7 4.31 and this (4.31.1 and 4.26.6) could also be inserted in Loc Regs under 6 (scoring) with minor wording modifications.

6.2. TEAM SCORING

Add to Loc Reg 6.2. 'The scores of teams with less than 3 pilots shall be the scores of the participating pilots in that class'

TIES. NEW 6.3.

If the scores of the first, second or third in each class are identical the tie shall be broken by counting the highest daily places of the tied pilots, the pilot or team with the highest being declared winner. If this does not break the tie the pilot or team with the largest number of lowest positions is the loser.

AID TO ANOTHER PILOT. 6.4.

Transfer wording from Sec 7 4.31.9 if this is not already added under Loc Reg 5.8. above

MEASUREMENT 8 ?

Some of Zlato's proposals are already in the GS (chapter 7 measurements) or in Sec 7, and some should be looked after at Task Briefings. Task distance measurement is in Sec 7 4.31.4, 4.33.3 and 5.2.1.1. They have not been collected together so far because of not having had a scoring system in Sec 7 until recently. It would be better if these requirements were in one place, but the intention of the master Loc Regs was that they would be rules for the competitors to use. The organisers could use Sec 7 and the GS to prepare their work.

As a start Zlato's Distance on an axis (distance along a set line where no goal is involved.) The landing place is projected orthogonally onto (perpendicular to) the line and the scoring distance is this point measured from the start point or last turn point

Distance in Sector. Does this mean area distance? (Sec 7 4.26.1) If so distance is measured from the last valid turn point to the landing provided this is within the bounds of the

area. If outside this could be scored as for other boundaries. ie; straight from the last turn point to where the glider first cuts the boundary of the area.
Zlato's 8.2. These are all covered generally but are properly part of Task Briefing.

YOSHIKA OKA. 1.4. ENTRY

What is proposed? Present text is FAI requirement.

REGISTRATION 1.4.1.

The GS revision is considering the Start of a championship to be the end of the official Registration period. This is the point where an entrant becomes a competitor. Our Loc Regs cover this under 3.11.

BALLAST. 4.10

There is no restriction on non-jettisonable ballast (lead sandwiches) provided that the aircraft does not fly above its permitted AUV.

EXTERNAL AID 4.11

The text of 4.11 is grammatically correct. Team flying between pilots of the same team cannot be prevented. The intention has always been to prohibit, eg; a competing pilot employing a non-competing pilot or microlight pilot from helping.

FLIGHT BOUNDARIES.4.13.

This refers to international frontiers. CAS restrictions are covered by Loc Reg 3.9. Briefing.

TASK FOR ONE CLASS ONLY 5.1.1.

To allow for a soaring weather window too short for flying more than one Class.

TASK PERIOD 5.2.

Last sentence, add at end 'or last landing time is legally at sunset in the country concerned'

OLIVIER. SEC 7 4.19.6. CANCELLATION OF A TASK

This paragraph has been carefully worded as a result of CB experiences. The words 'which could not be avoided by the pilot' were included after a task was cancelled because of one small CB in the distance which had drifted away by the time the first pilots got there. This led to a protest which the Director lost. Strongly suggest no change.

HELICOPTER.

Discussion required by CIVL on any requirements.

STEWARDS

Refer GS revision paper

TYPES OF RECORDS.

Agree.

ANTI DOPING.

CIVL to discuss.

AW March 95

1.4.3. delete last line.

GENERAL SECTION REVISION PROPOSALS. March 1995

After more than a year a meeting was held on March 10 / 11 of the sub-committee to produce a definitive draft for approval by FAI Council. As expected the revised GS will affect Section 7. (GS references in brackets)

1. CASI had already taken a decision to remove the Flight Definitions from the GS. This means that Section 7 will have to contain all the appropriate definitions. In the meantime the next printing of the GS will still contain the Flight Definitions with the intention to replace them with, possibly, a GS annex in the form of a lexicon. Since FAI agreement to this and its implementation could well take another year I have prepared a Section 7 chapter or annex of appropriate definitions (attached).

2. The Principles of FAI (1.1) now contains a statement about sporting behaviour, as requested at one of our previous meetings.

3. The term JUNIOR in the GS is non-specific. CIVL is asked to decide its own age range for juniors.. As a starter I would suggest 14 or the minimum age allowed by law in the competitors country up to age 21.

4. The make up of the Jury is to be left woolly in the GS (to help aeromodellers). I propose our existing Section 7 4.4.9. stands (deleting ref. to GS and the last word Stewards. (see below,)

5. Stewards. To cover all airports STEWARDS are to be redefined. Their advisory work stays the same but they need no longer be international unless so required in the specialist section concerned. Since they can be national and appointed by the NAC - though approved by CIVL - they need no longer be such an expensive charge on the organisers but, since the organisers can choose them, their work - to my mind - may no longer be independant, or even necessary of the organisation is good. If the organisation is poor there will be no independant stewards to help it do its job properly. CIVL, in effect, will be able to make its own rules about stewards. Hang gliding championships seem to run well enough now and may not need stewards. Since, in the previous revision of the GS the Jury were given the additional responsibility of monitoring the event and taking action, this would probably cover most problems, certainly those concerning championship rules. My thoughts here are that Section 7 should contain requirements for stewards flexible enough for a decision to be taken by CIVL when considering each bid.

6. (5.2.2.2.) A small wording change here will allow the minimum 5% penalty to be upgraded, if necessary, to the loss of a days points. If disqualification is the penalty it has to be for the whole competition.

7. TIMESCALE. The revised GS cannot become valid before the FAI Conference this autumn, at the earliest.. The concensus is that the specialised Codes should be more autonomous. We therefore have some flexibility for Section 7, provided we do not conflict with the principles of the GS.

Ann Welch. 14.3.95.



SECTION 7 AMENDMENTS April 1995

(Note: Due to format of CIVL meeting votes on precise wording were not taken in every case).

- 1.1. (Loc Reg 2.1) Change order of words for Class 1 and Class 2 to read 'method of primary control'.
- 4.4.2.1. Add 'in each Class' after 'to be awarded'.
- 4.4.4. Delete from line 2/3 'of which at least two tasks shall be in the finals if there have been preliminary groups' and replace with 'If there is to be a cut in the number of competitors during the event this shall not take place until 4 valid tasks have been flown.
- 4.4.6.1. Insert last sentence of 4.4.8 'The organisers may award further trophies and / or prizes' at end of 4.4.6.1 and delete article 4.4.8.
- 4.6.2. Add at end 'If Class 1 and Class 2 are flying from separated sites the operation at each site should be in charge of the Director or Deputy Director as they are separate championships'.
- 4.8.1. (Stewards) Add at end of 2nd sentence after 'the organiser'. They shall be approved by CIVL. In last sentence change 'championship site' to plural 'site(s)'.
NOTE; The work of Stewards is to be part of Section 7, possibly an annexe, in a paper yet to be finalised by the Bureau.
- 4.15.1. Add 'The end of the official Registration Period is considered to be the official start of the championship.'
- 4.18.4. (Damage to competing glider) delete from (b) in penultimate line 'in Classes 1 and 2'
- 4.21.4. To read 'The use of GPS or similar positioning systems by competitors in the air is permitted for navigation purposes'.
- 4.25.1. Insert 'in each Class' after 'from four countries'
- 4.26.1. (2) Add at end 'Distance is measured from the last valid turn point to the landing place within the area bounded by the turn points. If outside the distance is measured to the point at which the line from the last valid turn point to the landing place cuts the boundary of the task area'.
- 4.26.6. Insert in last sentence 'or in high latitude countries an equivalent time as given in the Local Regulations unless'
- 4.31.2. Add at end 'The status of guest pilots for scoring purposes shall be stated in the Local Regulations'
- 4.35.5. Replace 'of a national entry (4.9) in 2nd line with 'in each Class'.

LOCAL REGULATIONS

- 1.4.1. Replace 'by Registration' with 'the entry deadline'.
- 1.4.3. Delete last sentence "At least two tasks must be"
- 2.1. Change order of words for Class 1 and Class 2 to read 'method of primary control'.
- 3.1. Add at end 'The end of the Registration Period is considered as the official start of the Championship'.
- 4.4. Delete 'in Classes 1 and 2 only' at start of (b).

12a
p2

5.1.2. Second sentence to read 'A failed take off or safety problem immediately after take off which results in a landing will not count as one of the permitted number of launches but the pilot's flight time will be taken from the time of the first take off attempt'.

5.2. Add after '30 minutes' or in high latitudes a time given in the Local Regulations'.

5.6. Insert wording from Sec 7 4.28.5 as follows: 'Crossing the finish line In Classes 1 and 2 the pilot is considered to have crossed the finish line when the nose of the glider cuts the finish line in the correct direction using only the energy of the glider but not of the pilot. In Class 3 the line is crossed when the pilots foot cuts the line under the same conditions'.

5.7.1. (New) The pilot should obtain the name and address of a witness to the landing from a person other than a member of the pilot's national team'.

5.8. (New) A competing pilot landing to help an injured pilot should not, at the Director's discretion, be placed at a disadvantage by this action.

6.2. Replace 'of a national entry' with 'in each Class'. Add at end 'The scores of teams with less than three pilots shall be the scores of the participating pilots in that Class'

6.3. (New) For scoring purposes guest pilots are / are not counted as competing pilots

6.4. (New) If the scores of the first, second or third in each Class are identical the tie shall be broken by counting the highest daily positions of the tied pilots with the pilot, or team, having the highest number being declared winner. If this does not break the tie the pilot, or team, with the largest number of lowest points is the loser.

7.2. 1/ Insert , between 'task board' and 'official clock'.

Ann Welch 6 4 95.



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March 29th, 1995

CIVL
Peer Christian Dahlin
Meeting Ager 1995

The role of Stewards

1. Experiences from the 95 Worlds in Kitakyushu

- CIVL should offer ~~more~~ technical support for the organizer
- The role of the steward is not clearly enough defined
- The organizer sees the steward as his personal advisor with a good link to the pilots.
- The pilots see him defending their cause within the organization, some think he should be a technical delegate as it is in PWC
- As the steward's job only starts at the beginning of the competition he has no influence on local rules, sites, daily programmes, and organization structure and he needs several days to get the confidence of the organizer
- One steward can do the work
- For people outside anglosaxon countries, a steward is a man serving meals in an airplane !

2. Proposal for future championships

- The steward should be transformed in to a CIVL-delegate
- the work of the delegate should start ~~at least~~ with the discussion of the local rules (CIVL-meeting before the event) and end with a report about the championship (CIVL-meeting after the event)
- In the ideal case the same delegate will follow the preparation period and the event itself
- During the preparation period the delegate advises the organizer in
 - making the local rules
 - choosing sites and their equipment
 - preparing the daily programme, briefings, meteoservice and tasksetting
 - preparing all what matters the pilots security
 - The CIVL hears the delegate before it decides in all these matters
- During the championship the delegate watches that the competition is held within FAI rules and standards as there are general section, section 7, local rules, bid of the organizer, minutes of meetings between organizer and CIVL(-delegate), announcement in briefings and others.
 - ✓ He might take part as an observer on all briefings, executive committee meetings and in the task setting committee
 - ✓ He has access to all information concerning the task and the pilots security, complaints and protests
 - ✓ He has the right to propose the delay or canceling of a task and is heard in all what concerns this matter
 - In case of a disagreement with the organizer in an important matter (for ex. canceling a task) he might announce that the point will be mentioned in his report
 - He chooses himself his position at any moment of the competition within the technical possibilities of the organizer.
 - He assembles infos and facts concerning matters to be considered by the international Jury



Muirle Amere

12d



-3rd Paragliding world championship in 1995 Japan

The Championship was decided over six tasks flown from sites in the vicinity of Kitakyushu, in the south of Japan. More than 90 competitors took part; the general standard of flying was high, reflecting the state of pilot skill and development of glider and equipment.

The organization was very comprehensive, but unfortunately weather conditions did not allow its undoubted strengths to be demonstrated in full. Often high winds, low clouds or weak thermals made task setting very difficult, and several days were completely unflyable. Initially, the weather forecasting was not really adequate, but improved greatly in the second half of the event.

Flying conditions were sometimes difficult, and the competitors are to be congratulated on completing the tasks. There were only one accident requiring medical attention - a leg injury resulting from a landing in high winds.

There were 3 protests: two relatively easy to resolve, but the third was difficult, involving the question of whether a task should be invalidated because of problems to launch all the pilots before the tarp opened. The jury considered that the task should be validated, but commented that rules for race tasks with an aerial start should be re-drafted to avoid similar problems in the future.

This was only the third FAI Paragliding World Championship, and the sport has developed considerably since the bid was presented. Certain features of the scoring system need to be changed for future events - especially the minimum distance for task validation, and the system with 1000 point to the winner of all tasks. The committee system of task selection is also open to criticism. A concept of selection by the Meet Director, using an appointed committee as advisors in safety aspects should be developed.

Restricted launch possibilities were a recurrent problem: generally the sites were restricted to the extent that pilots found it difficult to launch at the optimum time. A ballot system of launch order had to be devised, but this was only a partial success, and not very popular. Bigger take-off sites should be a priority consideration for championships in the future. However, the whole question of ensuring fair competition for entries up to 200 pilots in the future is a matter CIVL must deal with urgently.

At the end of the Championship period, a Pilots' Forum was held. This included a presentation on Jury Procedures by Thomas Machtel, a review of CIVL projects by Per Chr. Dæhlin, an address and short presentation of the proposed World HG series by Jose Hayler, and a session on flight verification requirements by Noel Whittall. The pilots' input was positive and will be very helpful for future CIVL work.

The energy and good will of the Organizing Committee and the people of the City of Kitakyushu was a constant presence throughout the championships. Although the weather did not cooperate as much as we had hoped, the event resulted in the selection of worthy FAI World Champions in all categories.

PcD



~~See Report~~

Minutes Annex 18

Turkey



During the ten day trip to Turkey we visited a total of six sites. The first five off these sites would no doubt provide some good flying for free fliers. They would however for reasons including, small rigging areas, dense surrounding woodlands e.t.c be totally unsuitable for holding a competition. Therefore I have not included specific details on these sites. The sixth site Kayseri showed good potential for a competition.

Kayseri is a large town (1,000,000+) population situated approximately 450kms (by road) S. E of Ankara. The town has all the facilities you would expect from a town of this size. Shops and Hotels are numerous as is the availability of car hire and taxis e.t.c. There is also a Hospital and a University in Kayseri that we have been offered the use of for the competition headquarters. Hotel prices are good, bed and breakfast in a four star Hotel was £12.00. Van hire for a week was just over £60.00. Food prices and other goods were excellent and Diesel prices were about £1.00 per gallon. Apparently the rate of inflation is quite high so these prices will probably rise quickly. Dealing in Dollars should overcome this problem.

We were able to fly in a small aircraft around two potential sites in the area. One called Ali-Dagi (1) which lays 10kms S. E of Kayseri at 6135ft and another unnamed mountain (2) 7kms W.S.W of Kayseri at 5390ft. Ali-Dagi has multiple take-offs in all directions however the site lies in the shadow on the 12851ft high Erciyes mountain and care would have to be taken in a S.S.W wind of any strength. Ali-Dagi lies approximately 2500ft above the town itself. The road to the top is good and there is easily enough room for rigging 150+ gliders on top. The other mountain (2) does not have a road to the top so we could not get a close look at the take-off areas. The Turkish Military has said that it would be no problem to build a road up any mountain we choose for holding a competition. There were also two other potential sites S. W of Kayseri but we were unable to gain access to these sites because of bad snow.

The surrounding area has plenty of flat and open areas, out-landings and retrieves should not prove to be a problem. The roads are mainly good and there are many tracks between them. The Turkish people and everyone in the Turkish Air Authority are all very keen to have this event held in their country. I am sure that any competition organisation will receive 100% co-operation with the Turkish authorities.

To conclude, I think the Kayseri area shows good potential but I would strongly recommend a ^{1st} further visit to fully evaluate the other sites in the area. It would be advisable to visit at the same time of year that the competition has been planned for in order to assess the weather conditions.

Mike Scholes

Please find enclosed:

- Map of Turkey
- Map of Kayseri
- Print of sites/ photos
- Print of wind/ temperature

WATTS
Minutes
Annexe 23

CIVL INTERNATIONAL PILOT RANKING SCHEME

1 OBJECTIVES

The objectives of the CIVL International Pilot Ranking Scheme are:

- a) To provide a ranking list of hang glider pilots who have participated in recent international hang gliding competitions;
- b) To encourage and maintain interest in the competitive aspects of the sport of hang gliding; and
- c) To foster the development of competition skills.

2 PRINCIPLES

In framing the rules for the CIVL International Pilot Ranking Scheme the following principles have been applied:

- a) Simplicity - to enable understanding and to reduce administrative effort;
- b) Fairness - to fairly rank pilots in order of performance and to prevent organisers from manipulating competition formats and/or tasks to obtain undue rewards for competing pilots;
- c) Pilot Performance - to reward consistent performance;
- d) Scope - to include as many competitions as possible;
- e) Currency - to ensure that pilots must continue to compete to maintain or improve their ranking;
- f) Quality - to acknowledge variation in quality of competitions; and
- g) Integration - to allow the CIVL International Pilot Ranking Scheme to be implemented with a minimum of new rules and definitions.

3 DETERMINATION OF CIVL INTERNATIONAL PILOT RANKING

The CIVL International Pilot Ranking Scheme will be maintained for all eligible competitors (ie competitors holding FAI Sporting Licences) in CIVL sanctioned competitions.

A separate ranking will be maintained for pilots of each Class of hang glider.

The pilot ranking will be calculated once each year, and will remain unchanged throughout the following 12 months.

The calculation will be performed using results from sanctioned competitions that are completed by the 1st March.

The CIVL International Pilot Ranking shall be calculated from the sum of the points allocated to each eligible pilot competing in each sanctioned competition in the two year period up until 1 March. The number of competition results that are used in this determination are the best four with at least two results from the past year.

Proposal for CIVL International Pilot Ranking Scheme

3.1 CALCULATION OF CIVL INTERNATIONAL RANKING POINTS FOR SANCTIONED COMPETITIONS

CIVL International Pilot Ranking Scheme Points for a sanctioned Competition at which a champion is declared will be calculated as follows.

$$\text{Competition Ranking Points} = \text{Competition Sanction Value} \times \text{Competition Quality Value}$$

The calculation of each factor is detailed below.

Level of CIVL Sanction	Competition Sanction Value	Competition Quality Value
Category 1	1	Equal to the number of Competitors who fly in at least two tasks. The maximum value is limited to 100. Where less than four tasks are conducted then the competition quality value shall be zero.
Category 2	2/3	Equal to the number of Competitors holding a valid FAI Sporting Licences who fly in at least two tasks. The maximum value is limited to 100. Where the number of valid rounds conducted is less than four the number of eligible competitors (maximum value of 100) is multiplied by the number of rounds divided by 4 to obtain the competition quality value. Where only one task is conducted the competition quality value shall be zero.

3.2 CALCULATION OF CIVL INTERNATIONAL RANKING POINTS FOR PILOTS AT SANCTIONED COMPETITIONS

CIVL International Pilot Ranking points will be allocated to eligible pilots as follows:

$$\text{Pilot Ranking Points} = \frac{\text{Competition Ranking Points}}{\text{Pilot Place} - 1}$$

subject to a minimum value of one point.

The pilot's place shall be determined from all pilots within the competition regardless of whether or not they hold valid FAI sporting licences.

4 REQUIREMENTS FOR COMPETITION ORGANISERS

Any competition organiser wishing to include the results of a competition in the CIVL International Pilot Ranking Scheme must;

- a) obtain CIVL sanction for the Competition at a time that will allow full details of the sanctioned Competition to be published in the FAI Sporting Calendar at least six months prior to the first competition day; and
- b) submit full details of the competition to the Secretary of CIVL. These results must be forwarded to the Secretary of CIVL to arrive within 4 weeks of the finish of the competition or the 7th March whichever is the earliest.

Proposal for CIVL International Pilot Ranking Scheme

The details to be supplied shall include at least the following:

- The name, nationality, Glider Class and FAI Sporting Licence number for all pilots that compete;
- Full details of each task conducted;
- Results of each round conducted, including each pilots daily score; and
- Score summary showing final placing and scores. Where the competition is run with elimination rounds and a cut, a score summary for the elimination rounds for each group is required.

Paul Matheson

Citation for award of the Pêpe Lopes Medal

Tony Barton, USA

The USHGA proposes that the Pêpe Lopes Hang Gliding Medal be awarded to Tony Barton. Tony was one of the two pilots who landed among the trees to attempt to assist Pêpe after his tragic accident in Japan; the other assisting pilot was Steve Blenkinsop (Aus) who has already been a recipient of the Medal.

Tony again showed similar unselfish sportsmanship during a pre-world event in 1994 when he located another competitor in difficulties on the ground and summoned assistance, pinpointing the site with the aid of GPS — probably the first such use of this aid in an emergency situation. This act prevented him completing the task that day.

During his long competition career Tony has been particularly generous with his assistance to new competition pilots, consistently giving general help and tactical information. He would be a worthy recipient of the Pêpe Lopes Medal.

DP April 1995

