

## FEDERATION AERONAUTIQUE INTERNATIONALE

Minutes of the meeting of the International Hang Gliding Committee (CIVL) held at Bisham Abbey National Sports Centre, Marlow, England

March 22,23,24 1989

These Minutes recorded by Noel Whittall, Secretary, and approved by Thomas B Bosshard, President.

Present: for FAI, Dr Cenek Kepak, Director General

Australia Bill Moyes, 173 Bronte Road, Waverley, Sydney 2024, Tel: 837 5114, Fax 387 4472 (DELEGATE)

Austria Sepp Himberger, Tollweg 7, 6345 KÖssen, Tel: 05375/6559. (DELEGATE)

Austria Siegfried Joast, Hinterkaiserweg 8a, A 6380 St Johann (OBSERVER)

Austria Renate Herzog, Mooslenz 1, A-6345 KÖssen (OBSERVER)

Brazil Pepe Lopes, Rua Jardim Botânico, 182-704 Rio de Janeiro, Phone & Fax: (21)2461167 (DELEGATE)

Brazil Guto Villas Boas, Estrada da Galea 847/903, Rio de Janeiro, Tel: (21)322-1296 (ALTERNATE)

Czechoslovakia Jiri Gut, Otinska 41, 15300 Radotin (DELEGATE)

Denmark Torben Taustруп, Baldrianvej 22, 8240 Risskov, Tel: 06 173467 (DELEGATE)

Finland Reini Valtonen, Haminant 29F, SF-45100 Kouvola, Tel: (9)51-10763 (DELEGATE)

France John Zalewski, 24 Rue de la Fontaine du Sault, F-92160 Antony, Tel: (33)1 4661 3442 (DELEGATE)

Great Britain Noel Whittall, Pine Tree, Layton Lane, Rawdon, Leeds LS6 3QH, Tel: (0532)504683 (DELEGATE)

Great Britain Percy Moss, 16 Hambleton Avenue, Northallerton, North Yorkshire DL7 8SW (0609)771006 (ALTERNATE)

Great Britain Ann Welch, 14 Upper Old Park Lane, Farnham, Surrey GU9 0AS, Tel: (0252)715991 (HONORARY PRESIDENT)

Great Britain Walter Neumark, 2 Cherwell Avenue, Stockport, Cheshire SK4 3QE, Tel: (061)432 7315, Fax (061)431 0786 (OBSERVER)

Holland Aad van Felt, De Iep 57, 2912 RD, Nieuwerkerk a/d Yssel,  
Tel: 01803-17898 (DELEGATE)

Holland Geraldine Dongelmans, De Iep 57, 2912 RD, Nieuwerkerk  
A/D Yssel, Tel: 01803-17898 (OBSERVER)

Hungary Marton Ordody, H-1093 Budapest, Szamuely u.44, Tel: 36-  
1-170 351 (Office), 36-1-363 183 (Home), Telex 223472 OKRF H  
(DELEGATE)

Italy Carlo Marchetti, PO Box 00012 Guidonia, Rome, Tel:  
06.9403459, Fax 06.9403256 (DELEGATE)

Japan Yoshiki Oka, 3-2-13,301 Nakameguro, Meguro-Ku, Tokyo 170,  
Tel: 03-711-5027 (Home), 03-988-7125 (Office), Fax 03-988-7263  
(DELEGATE)

Norway Per Chr Dehlin, Konglevn. 25, N-0875 Oslo 8, Tel: 02/23-  
26-04, Fax 02/69-03-11 (NAK) (ALTERNATE)

Poland Miroslaw Rodzewicz, Warsaw, Krakowskie Przedmiescie 55,  
Tel: 262021 (DELEGATE)

South Africa Paul Thomas, Box 530 Sunninghill, Johannesburg  
2157, Tel: 803-3729 (DELEGATE)

Switzerland Thomas Bosshard, Grunau 2, 8624 Grut, Tel: 01  
932 1036, Fax 01 932 428 (PRESIDENT)

West Germany Manfred Brodersen, Heidhau von Platz 1, 43 Essen  
16, Tel: 201 406481 (DELEGATE)

West Germany Klaus Tanzler, Balanstr. 8, 8 Munchen 80, Tel: 089  
4486675 (Home), 08021/8180 (Office), Fax 08021/8047 (OBSERVER)

West Germany Rudolf Absolon, Reinhardsweg 4, D-6057 Dietzenhach,  
Tel: 06074/24120

United States of America Richard T Heckman, 3401 Lookout Dr.,  
Huntsville, Al 35801, Tel: 205/539-5624; or 3620 Sunrise Dr, Key  
West, Fl 33040, Tel: 305/296-5135, Telex 6502742748 (DELEGATE)

Proxy votes were declared by Hungary, on behalf of USSR, and  
United Kingdom on behalf of Canada.

1. Apologies for absence were received from Canada, USSR and  
Yugoslavia,

2. Corrections to Minutes of last meeting:

2.1 Item 7 (c): The Czechoslovakian bid had been for *European*,  
not World, Championships

2.2 Item 7 (f): The French bid had been for *World* championships

### 3. Additions to the agenda were agreed:

- report of the Secretary for records
- two items concerning submissions to OSTIV
- proposed questionnaire

### 4. Working groups

Working groups were set up to consider the following topics:

- 4.1 • World Championships, classes 1 and 2, Fiesch. Leader: Bill Moyes
- 4.2 • World Championships, class 3 (paragliding), Kössen. Leader: Dick Heckman
- 4.3 • Sporting Code, Section 7. Leader, Ann Welch
- 4.4 • Proposals for submission to OSTIV. Leader: Walter Neumark
- 4.5 • Development of goals for CIVL. Leader: Noel Whittall
- 4.6 • Electronic Barographs. Leader: John Zalewski

### 5. FAI Hang Gliding Diploma

After a submission by the United Kingdom Delegate, it was decided unanimously to award the Diploma to the Royal Aero Club's nominee, Rick Wilson. This was for services concerning the processing and presentation of record and badge claims over a period of many years.

### 6. Bids for future Championships

The following bids were registered or confirmed:

- 6.1 • 1990 European, Classes 1 and 2 (subject to organiser's agreement to run class 2). Yugoslavia
- 6.2 • 1991 Womens' European, class 1. United Kingdom
- 6.3 • 1991 Womens' World, classes 1 and 2. Austria
- 6.4 • 1991 World, Classes 1 and 2. Brazil
- 6.5 • 1991 World, class 3 (paragliding). France
- 6.6 • 1991 World, class 3 (paragliding). Switzerland

### 7. Report of the Director General

Dr Cenek Kepak, Director General, FAI, presented his report, summarised as follows:

## 7.1 Introduction

"The report of the activities of CIVL had been very well received at the General Congress in Australia.

All sporting aeronautical disciplines are very active, with an increase in the number of events.

All the Technical Committees are very busy.

FAI had not so far been very successful in selling our services to sponsors, TV, etc. The International Olympic Committee has now become so dominant in this area that nowadays non-Olympic sports are discriminated against.

## 7.2 New Statutes

New statutes had been approved, and will come into force on January 1 1990. These will give more authority to the Technical Commissions (TCs), such as CIVL. In the past the TCs were consultative bodies, whose decisions were subject to acceptance by CASI (such acceptance was normally automatic). From 1/1/90, CASI will only have responsibility for the General Section, and the TCs will be responsible for *everything* concerning their disciplines.

The TCs will be responsible for matters concerning safety, training and development etc. CIVL will have to disseminate information and help to develop hang gliding in countries where there is little or no activity at present. Our standards must be the accepted standards for international use generally, not just in competition.

We have a responsibility to keep our sport affordable. There should be an open class and a not-too-expensive class.

Relationships with National Aero Clubs (NACs) must be good. It will become more important that more NACs respect the wishes of CIVL. In cases where there may be problems, FAI will try to take our decisions direct to the NACs concerned!

## 7.3 Structure

The current structure of the FAI could give rise to problems because it is the Presidents of Committees who vote, and it is possible for these all to come from only one or two countries. The system should be *one country, one vote*, but until that change is made, goodwill and good argument must carry the day.

The goals of Civil must reflect the goals of the FAI

Dr Kapek drew attention to two important anniversaries which were approaching: 85 years of the FAI, in 1990, and 100 years

since Otto Lilienthal's first flight, in 1991. CIVL should consider ways of celebrating these anniversaries.

#### 7.4 *New headquarters*

The FAI headquarters were relocated to the buildings of the French Ministry of Sport last month (Feb 1989). Naturally this had caused some upheaval, and many documents were still in boxes! The new location was not far from the previous offices, and if we wished, future meetings of CIVL could be held at the offices of the French Aero Club."

Thomas Bosshard (President), thanked Dr Kapek, and asked for a resumé of the scale and method of functioning of the FAI.

Dr Kapek:

"The annual budget (currently 700,000 Swiss francs) is agreed by the General Conference.

#### 7.5 *Statistics*

5 permanent employees  
14 Technical Committees  
6 Committees of Council  
Between 20 and 25 World or Continental Championships annually  
200 different types of sporting category

#### 7.6 *A Problem*

It is important that FAI statutes retain the principle of *one country - one vote*. There is pressure to allow organisations other than NACs to join - initially due to the influence of the International Olympic Committee. A problem immediately arises when a country has more than one member organisation, because the country's problems become FAI problems. However, where there is a single member but relationships within the country are difficult, there are also problems: eg. mail is not properly distributed because it gets to the NAC and stays there.

#### 7.7 *Records*

Records have been homologated since 1905. Now several thousand - too many to access readily. Current records are stored on computer, but the historical ones are somewhat scattered, and not always easy to access rapidly. The FAI are frequently consulted by the media. FAX has become an important method of data transfer, and is used in connection with record claims with increasing frequency.

There is too much paper: every record application ends up at FAI. Some are simple, but others present problems. The TCs have to judge, and it is not always easy, as the controversies over the claims of Voyager and the Virgin balloon have shown. It was noted

that CIVL is well organised in having a member with responsibility for records."

*The Director General's report was well received by the meeting.*

#### **8. Report of the President, Thomas Bosshard**

8.1 Mr Bosshard circulated copies of his report to the General Conference of the FAI, and gave a brief account of his activities since the Meeting in Venice. He related that he had attended the meetings of CASI and the International Olympic Co-ordinating Committee, but that national problems had restricted his time, so he was unable to attend the General Conference in Sydney, Australia. His paper had been presented by the delegate of the Swiss Aero Club.

Sport is becoming a branch of politics. Airsport, via the FAI, is already responsible for opening borders. We need the FAI, but not all countries appreciate this; they do not know the possibilities, and have the wrong idea about the FAI. In many countries they do not organise hang gliding properly through the NAC. We must help to overcome this.

#### **8.2 Workload**

The work demanded of the President of CIVL was now too much for one man to do. Other members of CIVL must be prepared to take over some of the work so that the load is spread. The stream of letters is constant. In the future the technical committees may have to help finance the FAI to make their work more efficient.

"We must define the aims and objects of CIVL and spread the load of work among us. That is why my report is so short!"

#### **8.3 Comment by Dr Kepak**

"We understand the differences in our aviation disciplines but to an outsider they are all the same: *they* think we all co-operate! In fact we are all fighting for our own discipline. That's OK, because it shows that we are all interested!"

The FAI was established in 1905, after consultation with the IOC. Now we are talking again... I have been talking to H.E. Juan Samaranch, and he did not understand the differences until we educated him!

FAI also takes the initiative on dealing with such international groups as:

- UNO
- IOC
- ICAO

If FAI does not hear of the problems from the Technical Committees, we cannot expect to be represented effectively."

**9. Report of Secretary with responsibility for records**  
John Zalewski (France)

Mr Zalewski's report was circulated, and he then commented as follows:

9.1 "Not enough pilots are going for records - there are still a number of completely vacant ones. Please stimulate interest in your own countries, and publish the list showing the vacant records in national magazines.

9.2 Too many *unofficial* records are being claimed. CIVL should do all it can to discourage this. It could also *encourage* records by accepting claims for records set during World or Continental Championships even if they were flown without barographs. This would apply to closed circuit tasks, and a certificate signed by the Competition Director should be acceptable for record or badge claims.

9.3 Electronic barographs (electronic altimeters with memory - shortened to *EAM*): The technology is now acceptable."

9.3.1 Comment) by Thomas Bosshard:

"It is up to CIVL whether they are accepted for a trial period of one year."

**10. Report from Secretary with responsibility for competitions, Class 1 and 2**  
Dr Marton Ordody (Hungary)

10.1 Dr Ordody reported that since the last meeting he had been mainly concerned with tow-launched competitions, but that he had also inspected the proposed site for the forthcoming European Championships in Yugoslavia. He gave a favourable report to the meeting.

10.2 He reported that we need to standardise a system using coupled launch and recording methods. It is now possible to devise such a system which allows for *open window* launches.

Scheduled start-order systems also work well for tow-launch competitions - much better than for hill-launched events.

10.2 Electronic barographs (EAMs) offered possible advantages for competition use; Dr Ordody would like to experiment with them.

**11. Report from Secretary with responsibility for Class 3 (paragliders)**  
Walter Neumark (UK)

11.1 Mr Neumark reported that the standard of competitions was improving steadily, but that there were still some difficulties. For example, the *open window* launch system used for class one did not work so well with class 3 because of the need to lay the wing out on the ground before launch. This did not allow the pilots to walk forward to the take-off point in the same way as ordinary hang gliders. The best way was for the Meet Director or Launch Director to control the order: he must point to the next to launch.

11.2 Pilots must also be made more aware of the hazard of wake turbulence. At St Hilaire, they had been launching far too close behind one another, and this had led to several partial canopy-collapses. For these two reasons, *open window* must be used only in a limited way for class 3. This was a matter to be raised with Sepp Himberger concerning the forthcoming Championships at Kössen.

## 12. Report on Olympic situation

12.1 Thomas Bosshard: In Greece there are still problems with the NAC and the Hang Gliding Federation. We still do not know if Greece will apply for the 1996 Games, but if they do, there is still a chance for us to present our sport there.

Dick Heckman: No more to add

12.2 Dr Kepak: IOC cups will be offered to the winners at Kössen and Fiesch. (The Organisers at Fiesch must decide whether it is to be awarded for class one or two.)

12.3 Parachuting is trying hard to get into the Olympics, but it is still not certain that they will be invited to be an exhibition sport at Barcelona. All the sports of the Olympics have now been 'sold' to the media, and the media do not want many changes. No changes are planned up to the year 2000. This must not stop us promoting our sport via the IOC, and expanding it into other countries via the IOC. We had used the platform of the IOC quite well in Seoul.

12.4 We have to be active in 50 countries before we can get anywhere with Olympic acceptance. It is important to become Olympic: there is now discrimination *against* non-Olympic sports. The IOC gives \$80,000 to the whole FAI, but \$1,000,000 to Olympic sports.

### Questions:

12.4.1 *S. Himberger* (Austria): What were the results of the FAI employment of GSS (an English P.R. company)? How much did they charge?

*Dr Kepak*: We reviewed their results after one year; we are keeping them on, but not on an exclusive basis. The fee was \$30,000.



*P Thomas (S. Africa):* Was it worth it?

*Dr Kepak:* We are guaranteed to get it all back, but the question is the timing. We paid for the review and analysis - it was not all money wasted.

*S Himberger:* It is surely not usual to pay for this sort of service!

*T Bosshard:* FAI is looking at possibilities and was right to do this. Now the contract has been changed.

*Secretary's note:* *It is quite normal for there to be an agreed fee for the initial study for any major campaign or promotion.*

### 13 Future Championships

13.1 After all the submissions and presentations were completed, voting was undertaken for the Championships listed in section 6 of these minutes. The results were as follows:

- . 1990 European, Classes 1 and 2 Yugoslavia. Passed - *all in favour*
- . 1991 Womens' European, class 1. United Kingdom. Failed - *vote went in favour of Austria holding a World Championship in 1991, by 11 votes to 5, with 1 abstention*
- . 1991 Womens' World, classes 1 and 2. Austria. Passed - *see above*
- . 1991 World, Classes 1 and 2. Brazil. Passed - *all in favour*
- . 1991 World, class 3 (paragliding). Switzerland. Failed - *see below*
- . 1991 World, class 3 (paragliding). France. Passed: *11 for, 7 against.*

13.1.1 The bids from Austria and France were accepted subject to their being confirmed in writing by the respective National Aero Clubs within three months of the CIVL meeting.

At this point the President reminded the meeting that other Continental Championships should be held. Continents are not strictly defined; there is some flexibility.

### 13.2 Declarations of interest in future events

Bill Moyes (Australia): South-East Asia, Classes 1 and 2, 1992

Yoshiki Oka (Japan): World, Class 3 (paragliding), 1993

Pépé Lopes (Brazil): World, Class 3 (paragliding), 1993

John Zalewski (France): World, Classes 1 and 2, 1993

#### 13.3.1 Discussion on conduct of Championships

The following points reflect the outcome of general discussion on various points of competition protocol and management. 13.3.1 Guests can be invited to Championships, but they must be announced in advance. A guest cannot become the Champion.

#### 13.3.2 Withdrawal of FAI competition licences

The General Section of the Sporting Code, edition October 1988, chapter 2, item 2.1, indicates that sporting licences should be withdrawn from competitors who compete in non-FAI international events.

Dr Kepak and Thomas Bosshard clarified the situation. The facility was to protect organisers, but was really only applicable to first-category events. It is not the wish of CIVL to restrict pilots unnecessarily. The next section of the Sporting Code, to be published shortly, will resolve the situation.

### 14 Reports of Working Groups

#### 14.1 Kössen World class 3 (paragliding) championships Led by Dick Heckman

##### 14.1.1 The following points were established:

- Prime language: English
- Radio frequency permitted: 123.5. Other frequencies may be allowed, and will be advised as soon as possible, after consultation with the Austrian authorities
- Competition numbers to be carried on helmet, bag and person
- The conditions under which the marshalls could halt launching was clarified
- The tasks would be soaring tasks rather than 'downhill races'
- The scoring system was to be clarified and published as an addendum

##### 14.1.2 Officials:

- Jury - A Welch (UK), R Heckman (USA), Van Pelt (Netherlands)
- Stewards - one each from Italy, Liechtenstein, Switzerland, West Germany

14.1.3 All the above points were approved by CIVL, although it was accepted that there would be the need for further consultation with the bureau concerning the format of tasks.

#### 14.2 Flesch World Championships, Classes 1 and 2 Leader, Bill Moyes

##### 14.2.1 Dates confirmed as July 3 to 23 1989

14.2.2 Bill Moyes reported an apparent problem with the scoring system whereby it was sometimes possible that a pilot would make a higher score by landing in the goal field *but not crossing the goal line*. Thomas Bosshard agreed to check the possibility and rectify if necessary.

14.2.3 Thomas Bosshard gave satisfactory answers to queries concerning the following points:

- food
- accommodation
- training days
- camping
- retrieve (ie. limited service along main valley road, but bring own vehicle if possible)
- class 2 to be run if 10 entries from 5 countries
- 8 pilots per country if class 2 is run
- final version of local regulations to appear within the three-month rule required by the new Section 7.
- relations with the local tourist office
- for the period of the competition, the authorities were expected to give permission for a wide variety of radios to be used. Teams would have to give details in advance, and forms on which to do this would be sent out with the local regulations.
- the finalised local regulations were to be published by April 3 1989.
- International Jury to be: Marton Ordody (Hungary), Zlato Vanic (Yugoslavia) and Sherry Thevenot (France).
- The stewards were yet to be appointed. There would be a minimum of three.

14.2.4 The question of whether it was practical to cancel a task and call down the pilots if changing weather conditions appeared to present a hazard to life, was discussed at length. Thomas Bosshard wished to have this facility at Flesch. Eventually the following proposition was put to the meeting:

*The Meet Director can stop a task at any time for reasons of safety.*

(It was clearly understood that Team Leaders would be responsible for contacting their pilots once the Meet Director had given the order.)

12 in favour; none against

## 15 Reports of working groups

### 15.1 Electronic barographs (*recording altimeters*)

Chairman John Zalewski reported good progress, and the following proposition was approved by the meeting:

15.1.1 On behalf of CIVL, a committee consisting of John Zalewski, Ann Welch, Dick Heckman and Walter Neumark, is (1) to

investigate electronic barographs, determine requirements and approve equipment of a standard suitable for the recognition and homologation of FAI records and badges. (2) To provide advice for their use to official observers.

Voting: all in favour

#### 15.2 Revision of Section Seven of the Sporting Code

Ann Welch, Secretary, presented copies of the agreed amendments, and it was resolved that the new Section Seven would be applied from June 1 1988. Local regulations which had already been approved by CIVL would not be affected by the revision. John Zalewski agreed to proof-read the finalized version.

Voting: all in favour

#### 15.3 Future direction of CIVL

Noel Whittall, Chairman, reported that a wide-ranging and useful discussion had taken place, but was only beginning to formulate useful goals when time ran out. Carlo Marchetti had put forward some good ideas concerning the setting of practical goals and assessment of our current situation, and he and the Bureau are to produce positive aims and objective in time for the next meeting.

#### 15.4 Submissions for OSTIV, prepared by Walter Neumark (UK)

Walter Neumark discussed his proposals (copies appended), and it was agreed by common assent that they should be submitted to OSTIV, via the UK Representative, Bill Scull. Thomas Bosshard confirmed that he thought it a good idea for CIVL to have closer ties with OSTIV, the annual congress of which is held at the same time as World Gliding Championships.

#### 15.5 Worldwide hang gliding questionnaire project.

Walter Neumark, who had originated the draft questionnaire, reported that he had received valuable assistance from the delegates, and was revising the document which would be circulated in due course.

### 16 Elections

Officers of CIVL were elected as follows. In all posts except that of President, the candidates were unopposed.

16.1 President: Thomas Bosshard, 16 votes; Dick Heckman, 3 votes. Thoms Bosshard to remain as President for a further year.

16.2 Vice Presidents: Dick Heckman (USA), Bill Moyes (Australia), Marton Ordody (Hungary)

16.3 Secretary: Noel Whittall (United Kingdom)

#### 16.4 Sub-committee chairmen:

16.4.1 Barographs: John Zalewski (France)

16.4.2 Competitions. Class 1, Marton Ordody (Hungary)  
Class 2, Bill Moyes (Australia)  
Class 3, Walter Neumark (United Kingdom)

16.4.3 Records: John Zalewski (France)

16.4.4 Olympic interests: Dick Heckman (USA)

#### 17 Any Other Business

17.1 World Air Games 1991: John Zalewski to advise the President of FFVP, the French Federation, to liaise with the organisers and FAI on behalf of CIVL.

17.2 Pepe Lopes (Brazil) offered to act as liaison officer between international competition pilots in general, and CIVL. After brief discussion it was decided to keep matters on an unofficial basis, as at present. Thomas Bosshard thanked Pepe for his interest and help.

17.3 International pilot rating system (PIRS); Thomas Bosshard proposed the following resolution:

*CIVL recognises the utility of PIRS, and encourages André Milewski to continue it.*

The resolution was carried unanimously, and organisers of all international competitions are reminded to send a full set of results to André Milewski, so that the list could be kept up-to-date.

17.4 Licences and International Permits: The meeting held a long discussion on the subject of licences for hang glider pilots, initiated by Carlo Marchetti (Italy). He reported that the Italian Aero Club had been given control of licencing in Italy (previously there had been no system), and that after some initial problems, the system was working smoothly.

17.4.2 During the discussion, the following points were made:

*Bosshard:* There was a great need for all pilots to be able to use their home qualifications in other countries.

*Heckman:* The *Safe-pro* system should continue to be used as a standard for international comparison.

*Moyes:* Sought an effective international standard.

*Bosshard:* *Safe-pro* is not enough for the Swiss Authorities.

*Heckman:* In most countries it is the Hang Gliding Federation which gives out the licences.

*Moyes:* That is not enough: we want an effective international standard which is colour coded.

*Heckman:* This could be a source of income to CIVL.

*Welch:* There is great variety across the world.

*Bosshard:* There is a feeling that *Safe-pro* is too complicated.

*Kepak:* We should see if it is possible to develop an international licence - this may lead to an international competition licence.

*Taustrup:* *Safe-pro* should be the standard.

*Dehlin:* We do need a system, and *Safe-pro* is available; it has also been adapted to paragliding.

*Bosshard and Moyes:* It is CIVL policy to support *Safe-pro*.

*Whittall:* The new British system relates to *Safe-pro*.

*Bosshard:* Requested Heckman to prepare a paper on making *Safe-pro* more useable and useful. Heckman accepted.

*Moyes:* Effective licencing is the way to keep one step ahead of the government!

*Welch:* Be ready for 1992 (greater integration within the European Community). We need a CIVL International Hang Gliding Certificate before then.

*Bosshard:* (Summing up) Work to be based on *Safe-pro*. Details to be circulated. Heckman's paper to be considered.

17.5 Bids for Championships; Whittall (UK) requested clarification of the system for acceptance of bids. At present it was possible for a written bid prepared exactly in accordance with CIVL guidelines to be displaced by a verbal bid made with minimal preparation and presented to the meeting with no prior warning. This acceptance of late bids was unfair to those who had been working to the established three-year guideline as it gave no opportunity for them to improve upon their existing bid.

17.5.1 Discussion followed, resulting in Bosshard formulating the following proposal:

*Bids for championships have to be received at FAI headquarters, in writing, and with a supporting letter from the NAC, at least two months before the CIVL meeting at which the decision on the*

*award of the event will be made (normally two years before the event). Only in exceptional circumstances will other bids be accepted, and then only if there is no existing bid. In no circumstances will a bid be accepted less than one year before the event.*

For: 14; against: 2; Abstentions: 1      Motion carried.

**17.6 Aerobatics and dual-flying championships:** John Zalewski requested that competitions at world level for these categories should be on the agenda for CIVL meeting in 1990. The FAI Aerobatics Sporting Code is included with these minutes, for consideration by delegates before discussion at the 1990 meeting.

**17.7 Airworthiness standards for paragliders.** Yoshiki Oka requested information from other countries concerning airworthiness procedures for class 3 (paragliders). The Delegates were requested to send any material they had to Oka, and the CIVL Goals committee were asked to consider the possibility of establishing a store of technical material for access by the members.

**17.8 World Masters Games.** Torben Tastrup reminded the Delegates that there were still vacancies for the hang gliding section of this multi-discipline event, which is to be held in Jutland from 22 July to 1 August 1989. This will be a tow-launched event, open to men and women aged 30yrs and over. FAI licences are required, and the entry fee is 1700kr (approx \$250).

**18 Date and place of next meeting:** the meeting accepted the invitation of Brazil, to hold the meeting at Governador Valadares, on 26, 27, 28 March 1990. *10 in favour - none against.*

End.





Nomination for the FAI Hang Gliding Diploma, 1989

Name of Nominee: Rick Wilson

Proposed by: Noel Whittall, Chairman, BHGA

Seconded by: Percy Moss, Vice President, BHGA

Citation:

Rick Wilson has given long and distinguished service to the sport of hang gliding for many years. His most notable achievement has been his years of service as Co-ordinator of Records Claims for the British Hang Gliding Association.

Since he took up this post ten years ago, Rick has processed every record claim by British pilots, and also given advice to numerous foreign claimants. His attention to detail has ensured the acceptance by the FAI of 11 world Records, 25 Delta Silver badges, and one Delta Gold. During this time his telephone has rung at every hour of the day and night with pleas for help from excited record breakers.

Rick has many years of experience as a hang glider pilot himself, and his advice is so trusted by the international flying community that pilots from many countries seek his opinion on record claiming procedures.

Many FAI records are in the book because the skill of the pilots has been combined with Rick Wilson's persistence, patience and attention to detail. He is an unsung hero who has selflessly aided the pioneering spirit of aviation.

NW 20/02/89

Approved unanimously by CIVL, 22/3/89



→ 21/6/89

FAX 0532 - 755 013



# British Association of Parascending Clubs

18 Talbot Lane, Leicester LE1 4LR. Telephone Leicester (0533) 630318.

The Director General  
F.A.I.  
6 rue Galilee  
75782 PARIS CEDEX 16

For Mr Thomas Bosshard,  
President of C.I.V.L. (Switzerland)

17 March 1989

Dear Sir

In accordance with the F.A.I. Sporting Code for Parascending Records and Badges, our Association has had Bronze, Silver and Gold Badges produced.

In keeping with current F.A.I. practice, they only have the letters F.A.I. and no indication of nationality.

Our Association can supply these to member organizations of C.I.V.L. in 1988 for orders of a minimum of 100 Badges for £150 (£1.50 each) which may be more economical than designing, tooling and manufacturing in each separate country.

Any order for a 100 Badges may consist of any desired mix, for example:- 60 Bronze, 30 Silver, 10 Gold.

Perhaps you would like to advise member organizations of C.I.V.L. on the availability of these Badges.

Yours sincerely

*O.W. Neumark.*

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*Copy BAPC*

