



CIVL 2017 PLENARY - ANNEX 13 HANG GLIDING COMMITTEE REPORT

Jamie Shelden

Summary of Activity Since Last Plenary

Discussion about WPRS seasonal fluctuations and geographical differences:

There has been some discussion proposing that we may want to slow down the devaluation of WPRS points to account for seasonal fluctuations (Australian competition season effects on ranking) and fewer competitions. The Belgian delegate may come to the Plenary with a proposal.

Minimum number of tasks for full WPRS validity:

A change was made at last year's plenary to the WPRS formula variable related to the number of tasks at any given competition and how that task number effects WPRS validity. That change was not fully considered by the HG committee and after much discussion via Basecamp we have a proposal (attached) to adjust that variable.

'Harmonizing' HG and PG GAP rules:

There was an informal proposal discussed on Basecamp regarding doing as much as we can to make rules consistent/the same with respect to both the hang gliding and paragliding competition worlds. In the end, the consensus seems to be that there are some limited areas where the rules can and should be the same, but many more areas where, because of the many differences between our aircraft and competition culture, it isn't always going to be possible and we should maintain the distinctions between the respective rules. Those include the use of goal lines versus cylinders, FTV, 'jump the gun' rules, etc.

2019 World Air Games:

Stephane Malbos has met with the organizers preparing a bid for the 2019 World Air Games in Albuquerque, New Mexico, USA. If this bid wins, the organizers would like both hang gliding and paragliding events to be included. However, in light of the specific goals of the WAG, traditional cross-country events wouldn't likely be suitable unless they were modified to provide better visibility for spectators. The committee has been discussing possible WAG-specific hang gliding events, such as match racing, short/close distance cross country tasks, swooping and spot landing.

Cloud Flying Proposal:

In May, Tom Weissenberger made an informal proposal for use during the HG European championships in Krushevo. His idea was to appoint 3–5 pilots as 'cloud base reporters.' Either during the task, via radio to competition officials, or simply by making a 'mark/enter' on their instrument during flight, these pilots would make note of the height

of cloud base at various points throughout the task (start circle, turn points, over specific ridges, in the flatlands, before going on final glide, etc.) and this information could be used by the meet director in the event of a report of cloud flying, much like we have done with daily written landing reports. This was discussed via Basecamp and by the HG chair, other CIVL officials and several interested pilots before the start of the euros and it was decided that it was a good method for providing additional reliable evidence to be used if a pilot was accused of cloud flying. Our experience at the euros was that this was another useful tool to help with the cloud flying situation, but that no additional rule needed to be created for this. In the future, the method of gathering information may or may not be included in the local regulations for any given Category 1 competition, but either way, can easily be used by the meet director as needed.

Low Lockouts:

After a fatal accident resulting from a low lockout at a Category 2 competition in the US, the CIVL safety director opened the discussion of improved aerotow release systems in competition. Although there was a lot of good discussion surrounding safety, in the end it was agreed that there were no new rule changes needed at this time.

Women's Championship at Brasilia:

A decision needs to be made regarding an official women's competition at the upcoming hang gliding worlds in Brasilia. Previously, the organizers stated that they would hold two separate competitions for male and female pilots with separate tasks and start times. This made sense at the time as a significant number of female pilots was expected. However, at the pre-worlds this year, there were only five female pilots. Because it is unlikely that many more than that will attend the worlds in 2017, several have proposed that the tasks be the same for both male and female pilots. This matter was discussed in an open meeting held by the HG committee chair and the CIVL president and participating pilots during a weather day at the euros in Krushevo and there seem to be arguments and supporters on both sides of the issue. Given the small number of female pilots expected, it seems unreasonably burdensome to require the organizers to set separate tasks. However, it also appears unlikely that there will be enough female pilots for an official women's world champion title anyway. During the upcoming Plenary, I hope to get a reasonable estimate from the delegates of how many may attend so that we can determine whether medals need to be ordered. In addition, the allocation procedure needs to be clarified as it appears that at least some female pilots believe that the teams for Brasilia will be $X + 2$ (x being the number of 'overall pilots' and 2 being spot specifically reserved for female pilots). This was never the intention of the organizers, nor was it approved or contemplated by the original bid. So, this needs to be clarified and announced so that pilots/teams can plan for the event.

Clarification of and possible changes to the Push Rule:

During the European championships in Krushevo last summer there was some confusion regarding the application of the push rule at a site with multiple launch lanes. Currently, Section 7 provides that a 'push' in any given launch lane applies only to that launch lane. From a practical standpoint, this doesn't work to alleviate congestion on launch if the push doesn't apply to all lanes. There may be a proposal to modify the push rule.

Section 7 Rest Day Policy:

During the paragliding Europeans in Krushevo, the question of the rest day policy came up again. The joint HG and PG committees have discussed the matter of clarifying

exactly what constitutes a 'rest day' and what is a 'flying day' and the Bureau will present a proposal that leaves the definition of a 'flying day' up to the local organizers to be included in the local regulations so that the definition can be flexible depending on the nature of the particular site.

Proposal for Revised Penalties for Vertical Airspace Violations:

Gordon Rigg, committee member from the UK, has informally proposed revising the airspace penalties in Section 7 and specifically for the upcoming hang gliding worlds in Brasilia. During the pre-world altitude restrictions meant that several pilots on several days were given a score of zero for violating the maximum altitude restrictions. The restrictions also created dangerous situations where pilots were engaging in extreme diving manoeuvres to avoid going into the restricted areas. To avoid this situation at the worlds and at other events with similar vertical restrictions, we are expecting a formal proposal that would provide for graduated penalties based on the severity of the infringement, rather than an automatic zero score for even very small violations that didn't result in any advantage to the pilot.

2018 Hang Gliding Class 5 Worlds and Class 1 Europeans:

This event was cancelled by the organizer due to lack of support/sponsorship. We are currently looking for another organizer/bid for this Cat 1 event.

Approved flight instruments

Following an issue that came up during the pre-worlds in Brasilia this year, the Bureau and several experts have examined certain instruments and determined that they may not meet the IGC requirements with respect to altitude measurements recorded in the IGC file. It may be necessary to carefully review the current approved flight instrument list to determine if some instruments must be removed from the approved list unless and until changes are made so that they conform with IGC recording rules.

Instrument Downloads

The Bureau will bring a proposal that requires the scorekeeper or competition official to download tracks to verify all pilots' flights during a Cat 1 event. This would specifically prohibit competitors from emailing their tracklogs after a task. This is necessary because we have found that it is not always possible to verify the legitimacy of a track if it isn't downloaded directly from the instrument.

Upcoming Category 1 Competitions and Bids:

None yet.