

<p style="text-align: center;">CIVL 2016 PLENARY – ANNEX 14 HANG GLIDING COMMITTEE REPORT</p>

Jamie Shelden

Committee Members: Jamie Shelden, Dennis Pagen, **Claudia Mejia**, Oyvind Ellefsen, **Jochen Zeischka**, **Manu Faure**, **Gordon Rigg**, Flavio Tebaldi, **Mitch Shipley**, Klaus Taenzler, **Steve Blenkensop**, Koos de Kaijzer, Niels Joergen Askirk, Raymond Caux, Scott Barrett, Stef Malbos. New members are in bold – these active competition pilots have been added to the committee for their particular experience and insight.

Summary of Activity Since Last Plenary:

Discussion about precision of turnpoint scoring: Some believe that the glider span should be taken into account in calculating tolerances as currently with a flight instrument mounted at the root of the glider, a wingtip could conceivably be within the radius, even if the flight instrument is not. This discussion started because a pilot at the Worlds in Mexico missed a turnpoint cylinder by a very small margin (2-ish meters). There was little support for making a change and no proposal has been pushed through.

Qualification criteria for Class 2 and 5: Due to the upcoming Category 1 event in Class 5 and a potential bid for a Category 1 event in Class 2, we urgently need to come up with firm criteria for qualification in those classes. After much discussion, we have come up with criteria that works taking into account the fact that there are few Class 5 and Class 2 competitions, that there has historically been a lot of cross-over of pilots from class to class and that we do not want to exclude skilled and qualified pilots.

Unenforced penalties: After a pilot forgot to attach his live tracker before a task at the Worlds in Mexico and was allowed to land and relaunch with his tracker, the subject of penalties that no one wishes to enforce was started in the committee. Few believed the penalty provided for in the local regulations (zero score for the day) was appropriate and it raised the question of why there are such harsh penalties written into the local regulations. We would like to make a serious effort to avoid these types of harsh penalties in the future. There is a penalty proposed for Section 7 regarding flying without a live tracker (IF live tracking is mandatory) providing for a warning for the first offense, then a zero for the day of the second offense.

Sport class definition: We continue to discuss the future of the sport class in both Category 1 and Category 2. There seems to be little consensus, but the issues include purpose of sport class and then defining sport class pilots AND competitions. The committee is, unfortunately, no closer to having a definition at this point. Without some overriding and immediate *need* for a definition (namely, a proposed international sport class competition – either Cat 1 or Cat 2), this will continue to be discussed with so many different ideas from every side.

Women's' Worlds in Brasilia 2017: A few committee members wanted to clarify whether the women would be flying the same tasks as the men. Per the original bid from Brazil, the women will fly completely separate tasks with different launch and start times. However, the organizers are free to have the women fly the same task as the men during the test event.

Worlds in Mexico in February 2015: We reviewed the jury and steward reports from this competition with several suggestions for improvements for future Category 1 events, including the creation of a local regulations template.

Prototype checking: There was an informal proposal that we develop a prototype checking procedure for Category 1 events. Most committee members feel this is not practical and should not be undertaken. If there are prototype-based protests in the future, we can consider looking into this again.

Creation of a local regulations template: It has become apparent that local regulations for Category 1 events are anything but standard and include far too many points that are already addressed in Section 7. We are nearly finished with a template that allows for very little customization/modification on the part of the organizers which makes the whole process simpler for organizers, CIVL officials and pilots alike.

Safety/risk assessment: Oyvind proposed an excellent, comprehensive risk assessment protocol for use at Category 1 and 2 events. Unfortunately, we feel that until there is use/testing at several Category 2 events, it should not yet be mandatory.

Sprog measuring update: Dennis Pagen provided a report on the sprog measuring that took place in Mexico. Everyone is pleased that we have been able to educate pilots and sprog issues rarely come up these days. We will continue to require teams to submit the measurements of each pilots prior to the start of Category 1 events so that they can be compared against actual measurements should a protest be lodged.

Upcoming Category 1 Competitions and Bids:

HG Euros in Macedonia 2016/ HG Rigid worlds in Macedonia 2016: Practice event went very well and the steward (Claudia) made various suggestions for minor improvements. There was some confusion on dates and overlap with the pre-worlds in Brazil, but that has been cleared up and the CIVL calendar currently shows correct dates for both events. Local regulations need to be reviewed and approved.

HG Worlds in Brazil 2017: Steward and jury have been appointed and local regulations need to be drafted soon.

Bid for 2018 Europeans at Ager, Spain: We have received a bid from Spain for the 2018 combined Europeans and Class 5 worlds. The bid will be reviewed and discussed by the committee.

2017 Class 2 Worlds in Serres, France: A bid is expected to be submitted soon.

2019 Class 1 Worlds in Italy: The Bureau was approached by a group of Italian organizers wishing to bid for the Class 1 worlds in 2019. The proposal was for a unique event in cooperation with the Office of European Trans-border Cooperation and would be held in Italy, Austria and Slovenia. Because sponsorship requires coordination with three separate municipalities and three separate NACs, it is necessary for the organizers to know earlier than normal whether their bid is chosen. Because we haven't had many bids for Category 1 events in hang gliding, the Bureau made the decision to open up bidding and vote on and announce the chosen bid at the Plenary in Lausanne.

Issues Requiring our Attention:

Approved flight instruments: There is recent discussion on Basecamp about which instruments can be accepted for scoring purposes at Cat 1s. I will be discussing with Gordon submitting a proposal for a rule change.

GAP/FS issues – Gordon Rigg and Davis Straub are bringing Joerg's attention to particular software issues that effect HG related to leading points and jump the gun. These aren't rule changes, but rather software fixes to ensure that FS functions the way it is intended for HG comps.