



*Fédération
Aéronautique
Internationale*



Minutes

of the Bureau Meeting of the **FAI Hang Gliding & Paragliding Commission**

Held in Amsterdam, Netherlands
on 22-25 October 2009

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CIVL Bureau Meeting: 22nd – 25th October 2009, Amsterdam

1. Roll Call

Flip Koetsier (NL) – President

John Aldridge (UK) – VP

Agust Gudmundsson (ISL) – VP

Leonard Grigorescu (ROM) – VP

Fernando Amaral (POR) – VP (arrived end of 1st morning)

Louise Joselyn (FRA) – Secretary

Absent/Apologies: Giovanni Vitola (GUA) – Treasurer

FK welcomed Bureau members to Amsterdam. He informed those present that he has decided he will, for personal reasons, not accept re-nomination for President of CIVL at the next Plenary. However, he wishes to continue to serve as Steward/Jury in competitions and to keep in touch with CIVL business.

2. Conflicts of interest

LJ was involved with organisation of HG Worlds, Laragne

3. Outstanding matters – see Annex

4. Review/debrief of Cat 1s since last BM

i) HG Worlds, Laragne

FK. See Steward Report. Sprog measurements were done successfully. Few incidents. No real problems

JA. See Jury Report. Largely complimentary to organisers.

It was noted that the Jury Report was published before being circulated to the CIVL President or competition organisers.

ii) PG Worlds, Mexico

LG. See Steward Report. Main issue for organiser was insurance cover problem after accident of Greek pilot. Matter has since been referred to FAI and is being handled by CASI. See also 26i) below.

iii) World PG Accuracy, Croatia

See Steward Report. No major issues.

iv) WAG, Avigliana, Italy

LJ: Organisation improved during the week. Overall pilots enjoyed it. Good media coverage (Avigliana), but few spectators. Officials costs, to be covered by FAI/CIVL, will be much higher than originally estimated. Reports from Stewards to come.

5. Review Test competitions: status of LRs etc

AG led discussion on reviewing the LR approval process with the aim of improving efficiency, to benefit organisers, the Bureau and pilots. Organisers do not (typically) produce LRs 8 months before as rules state. Often a rush to get them approved for 5 months before event. One suggestion is to extract and approve separately the Entry requirements 8 months ahead as these must be agreed early. Then LR details can be finalised and published later. The entry requirements section of the sample LRs in S7 should be reviewed by the respective subcommittees and cross referenced for consistency.

The Bureau agreed that for the LRs of all next year's Cat 1 events currently received, the entry criteria will be extracted and approved, and this information will be published on the CIVL website immediately after this meeting, and delegates (and organisers) notified. The

detail of these LRs will be approved by the Bureau as soon as possible after the meeting and by 13th November latest.

AG further suggested that the Altitude Verification WG agreed procedures, as used in Laragne, should be added to all LRs until an alternative is accepted. Bureau agreed.

i) HG Europeans Test Event, Ager

FK. Not a very well organised event. NAC/meet director has said all will be improved. New Safety Director nominated is Tony Webb. Deputy competition director: Rhona Webb. FK will keep in contact to ensure requirements and recommendations in Steward report are followed. Change of SD is approved by the Bureau.

LRs are in draft form and have been reviewed by JA/FK. Latest version will be sent to Bureau for approval.

Entry criteria of the LRs Bureau were reviewed, minor modifications made, and approved.

Screening committee appointed: JA, FK, AG

ii) WW, HG2&5 Test events, Tegelberg

JA. Test event was disappointing. Insufficient effort was made to run it along the lines of a Cat 1 event. Safety Director had dual role as MD of one of the events. Safety issues were highlighted in Steward Report. Some other issues were raised that can probably be resolved. Change of Meet Director to Heather Mull (AUS) has been proposed. Change of Safety Director to Oliver Barthelmes (GER) has been proposed. JA recommends accepting both as significant improvement. LRs are in progress, not yet ready to circulate.

Bureau agrees to both changes of personnel.

Team size issue for HG Class 1 Women's Worlds to be resolved: Germans request team size of 6. JA recommends team size of 4 following previous discussions in Manzanillo Plenary, after Greifenberg WW and prior to Monte Cucco WW, as it is felt that team size of 6 is not encouraging to other nations. Only Russia, Japan and Germany are likely to have 6 pilots, and with max 30 pilots expected overall, nearly 2/3 competitors will receive medals.

Bureau agreed unanimously not to allow team size of 6, but to specify team size of 4 plus an additional 4 pilots per nation can enter as individuals.

Entry requirements in LRs have been modified to reflect team size decision, and approved by the Bureau. JA to communicate back to organisers.

Screening committee for all classes appointed: JA, FK, LJ

iii) PG Asians Test Events, Japan

LG. See Steward Report.

A change of Safety Director is proposed: Alexander Kolesov, a Russian pilot who knows the area well and flew in the Test event. LG recommends. Bureau agrees to change.

Piloting level at test event was low and there were several incidents including a mid-air collision. Bureau expressed strong concern about the number of incidents and suggests Steward reminds Organiser about powers to withdraw pilots not demonstrating sufficient skill. Pilot qualification rules for next year must be strictly adhered to, even though overall, pilot skills/experience are likely to be higher next year. Concern also noted about availability of medical services. Steward will warn organiser that if at any time there are inadequate facilities next year, the competition will be stopped.

Japanese local authorities are now concerned about power outages which may be caused by pilots touching power lines. Power lines are marked on maps supplied to pilots and tasks were set to avoid overflying them as much as possible. LRs should mention that mandatory safety briefing will cover the power line issue and all safety aspects in detail. Also, LG will ask

organisers how language problems are going to be solved, especially for Safety and Pilot briefings. Steward to reinforce to organiser importance of task setting, to avoid any possibility of sending pilots close to power lines (and any other dangerous areas).

Action: FK to send message to organisers to underline all safety issues.

LRs: In final draft. Entry requirements section will be approved very shortly.

Action AG, LG, FA.

Screening committee appointed: AG, LG, FA

iv) PG Europeans Test Event, Abtenau

See Scott Torkelsen's Steward Report. Good competition and safe.

LRs: Final draft received. Entry section reviewed and approved by the Bureau with one recommended modification, notified to organisers.

Screening committee: Vitor Pinto, Scott Torkelsen, AG

v) PG Accuracy Europeans Test Event, Turkey

See Violeta Masteikeine's Steward report. Competition went well. But date change to 24 to 31 July has been requested to avoid clash with Ramadan. Dates of next year's pre-Worlds in Czech Republic also changing. Bureau has agreed to date changes.

LRs in progress. To be reviewed by PG Accuracy subcommittee and approved by Plenary.

vi) HG/PG Aerobatics Test Event, Omegna, Italy

Dennis Pagen's Steward report raises a number of concerns on: competitions with cuts, simplified scoring and reducing costs of FAI officials. Bureau discussed issues and decided that DP and Aerobatics SSC need to work on these ideas and identify the options.

Competitions with cuts not favoured by CIVL as regarded as unfair to paying pilots who are eliminated very early.

LRs not yet submitted. DP/FK is following progress.

Action: FK/LJ will respond to DP on behalf of Bureau

6. Status of upcoming 2010 test events

i) PG Accuracy pre-worlds, Czech Republic

New dates for test event set for September. Steward to be appointed. OA for 2011 Cat 1 has been signed by all parties.

ii) PG pre-worlds, Piedrahita, Spain

OA for 2011 Cat 1 not yet signed by all parties, still in Spain. FK to chase. Due to present PG SSC chair (Calvo) being involved with the organisation, there is a clear conflict of interest.

The Bureau will appoint someone to represent the SSC's views and monitor the run-up and smooth running of the championships. JA to determine action needed.

iii) HG pre-worlds, Monte Cucco, Italy

OA progressing. Unfortunate that the date change agreed earlier this year for HG Europeans resulted in an enforced date change for this test event, (now 31 July to 8 August).

7. Jury & Stewards

i) Selection for 2010 championships and test events. All appointments to be confirmed with individual volunteers and communicated to all volunteers.

HG Europeans, Ager, Spain:

Steward: Flip Koetsier (NL) (previously appointed)

Trainee/2nd Steward: Claudia Mejia (COL)

Jury: John Aldridge (UK), Karolina Kociecka (POL), Nikolay Yotov (BUL)

WW, HG2&5, Tegelberg, Germany:

Steward: John Aldridge (UK) (previously appointed)

Jury: Flip Koetsier (NL), Kurt Meyer (GUA), Davor Novak (CRO)

PG Asians, Japan:

Steward: Leonard Grigorescu (ROM) (previously appointed). Trainee Steward: Elsa Mai (TPE).

Jury: Agust Gudmundsson (ISL), Mansoo Chae (KOR), Ali Gali (FRA)

PG Europeans, Abtenau, Austria:

Steward: Scott Torkelsen (DNK) (previously appointed)

Jury: Vitor Pinto (POR), Kurt Meyer (GUA), Nicky Moss (GBR)

PG Accuracy Europeans, Turkey

Steward: Violeta Masteikeine (LIT) (previously appointed)

Jury: Riikka Vilkuna (SWE), Uga Jondzic (SRB), Nikki Spence (GBR)

HG/PG Aerobatics, Omegna:

Steward: Dennis Pagen (USA) (previously appointed)

Jury: Allain Zoller (SUI), Fabio Loro (ITA), Anestis Paliatsos (GRE)

HG Pre-worlds, Monte Cucco, Italy

Steward: Heather Mull (AUS), Trainee Steward: Françoise Dieuzeide (FRA)

PG Pre-Worlds, Piedrahita, Spain

Steward: Leonard Grigorescu (ROM)

Trainee Steward: Dieter Munchmeyer (GER)

PG Accuracy Pre-Worlds, Czech Republic

Steward: Riikka Vilkuna (SWE)

J&S Working Group: The Bureau is still awaiting information requested from the J&S Selection Working Group on how it would be operating. Members received the spreadsheet listing volunteers just prior to the Bureau Meeting, with a request to inform the Bureau when and how it could respond. The appointment decisions above will be notified to the J&S Working Group and any subsequent comments noted.

The appointments will be published on the website as soon as they have been confirmed.

Action: FK/BH/LJ

The Jury & Steward database, now underway, will be a valuable tool to all concerned.

ii) Recruiting new J&S volunteers

Current mechanisms include: sending messages to NACs, talking to CIVL Delegates, statements in President reports for FAI, appeals on CIVL website etc. Most effective has been personal encouragement/recruitment from current experienced Stewards and Jury members. No coordinator in place since Paula resigned. Bureau noted that a new coordinator as well as new and repeat recruitment initiatives are needed. (Covered in v) below)

iii) Training & Assessment for J&S

Training: Seminars at CIVL Plenary. On the job training by Stewards at competitions. Jury & Steward Handbook is being updated and checklists will be added soon. Over last two years the training of at least 4 new volunteer trainees has been funded by CIVL.

Action: FA will produce a re-vamped training presentation for recruits attending Seminar to be organised alongside Plenary.

Action: FK to prepare to present to delegates during the Plenary to encourage them to find J&S recruits.

Assessment: An assessment form has been produced and has been completed by the Stewards conducting training. Not enough yet done to de-brief trainees and experienced Stewards & Jury members who are proving not to be suitable for these roles.

Action: Jury decisions from now on will be reviewed. Feedback on all FAI officials should also be collected from organisers after events.

iv) J&S Database – progress

AG showed demonstration of work in progress. Pages will be integrated with existing pilot database on website. It can/will show information of officials (Judges, Jury, Stewards) by competition, by role, by training & experience, by individual. Also pages showing who is volunteering for upcoming roles. The system will also suit the requirements of PG Accuracy and Aerobatics Judges.

v) J&S Coordination role

FK has volunteered to take on this role from February 2010. Bureau members are delighted to agree. The terms of reference for this role will be documented.

8. Status of bids for 2012

Letter of intent from FFVL has been received to bid for PG Europeans in 2012

No information yet received on potential bidders for HG Europeans, PG Accuracy Europeans or WW & Class 2&5. Subcommittee chairs could be asked if they have any information and unsuccessful bidders for 2011 could be recontacted.

9. Subcommittee reports

A number of Subcommittees and Working Groups failed to submit interim reports, as required by the Internal Regulations, covering their activities during the year to date. **Missing reports should be submitted as soon as possible to help in preparations for the Plenary Meeting.** The Bureau emphasises that the Subcommittees should be working during the year.

i) Hang Gliding Subcommittee

The Bureau was disappointed that no response and no report was received from HG SSC chairman. It makes it difficult for the Bureau to be effective and to prepare for the Plenary, especially when it is known that important issues need to be addressed and discussed well in advance of the Plenary.

ii) Paragliding Subcommittee

Report received and attached.

The Bureau feels this is a report largely covering the work allocated to the Paragliding Safety WG. It is considered to be a combined report of the PG SSC and PG Safety WG. It mostly summarises issues raised at the last Plenary and states that these are under discussion, with little information on real actions or ongoing activities. There has been no visible discussion of any of these issues on the PG SSC mailing list.

Points arising:

- Helmets: The Bureau has decided to mandate that all pilots of all disciplines (except for HG Class 2) fly with safety helmets complying with EN966 in all Category 1 and Test Events from 1st January 2010. Organisers and pilots are reminded that Cat 2 events should be run according to Cat 1 rules and not conflict with them in principle. The rule will be added to LRs currently undergoing approval by the Bureau.

- Rigid elements in PG design: The Bureau is disappointed not to see a more detailed discussion of this topic in the report. In response, and to prompt further discussions:

The Bureau confirmed that the definition of a PG in the General Section and Section 7 of the Sporting Code is sufficiently vague that current PG developments do not, at present, appear to be in conflict. Action: JA to communicate with PG SSC on how to clarify and/or modify this definition if the SSC deems it necessary. The Bureau will prompt the SSC to discuss this issue further to determine if there should be limits to this type of development for safety reasons, or whether new 'classes' should be defined.

- Task dropping: There have been a few superficial comments on the PG SSC mailing list very recently. But the Bureau feels that the real issues are not fully understood by all subcommittee members and more detailed discussions are necessary. The Bureau further discussed the effects of different aspects of task dropping on the WPRS. The Bureau has decided that if organisers choose to drop an entire task for all pilots, then this is effectively an invalid task and should not be counted towards Ta in the WPRS formula.

The Bureau sincerely hopes that the PG SSC will start to discuss in earnest the other safety issues raised in the report and key PG SSC items not yet addressed in order to hold an effective and efficient PG SSC meeting prior to the Plenary in Lausanne in February 2010.

iii) Paragliding Accuracy Subcommittee

The Bureau was disappointed that an interim report was not received from the chairman. The secretary has received information requested on Judging training seminars run (Saudi Arabia and Peru) and planned (Romania in November) in 2009. Normally the Subcommittee works well during the year.

iv) Aerobatics Subcommittee

The Bureau was disappointed that an interim report was not received from either of the co-chairmen. This would have been useful to understand some of the issues facing the discipline, although the Bureau is aware of a number of issues, highlighted in Dennis Pagen's Steward's report from Omega. The Subcommittee is known to have been very active during the year and has been working to resolve some rules problems caused by poor version control of their chapters of the Sporting Code when corrections were being made last year.

v) Sporting Code Subcommittee

See attached report.

Points arising:

Changes to Internal Regulations

- Bureau would like a more detailed proposal on introducing a post of 1st VP
- All sporting code changes requiring 2/3 majority. Point agreed, but may need further discussion on logistics of implementing it

Report did not mention problems with implementing Aerobatics 2009 Section 7 rule changes, which resulted in a difficult situation for Judges during Omega competition.

vi) Records & Badges Subcommittee

The Bureau was disappointed that an interim report was not received from the chairman. JA commented that there are about five world records that have been homologated this year that appear to have also qualified as Continental Records, but these have not yet been ratified by the FAI.

Action: JA will check with FAI on progress in this area.

vii) Safety & Training Subcommittee

The Bureau is exceedingly disappointed that not only has no report been received from the chairman, but no real work appears to have been done since the Plenary. LG admitted that he

had not fulfilled his role. LG reassured the Bureau that he now has more time available for CIVL matters and before the next Plenary intends to finalise the TOR of the SSC, set up the SSC email list and start raising the safety issues noted at the last Plenary and coordinate the discussions of some of these that are already underway. He further intends to collate data of all accidents recorded in Jury & Steward reports from CIVL sanctioned events in last 10 years.

LG reported that a draft Incident report form was prepared and has been sent to Cat 2 organisers to trial. Few forms have been returned to the Safety & Training SSC.

Action: LG to coordinate feedback on the form so far, modify it to include HG events, and prepare relevant proposals for their adoption at the next Plenary.

AG reminded the Bureau that not enough has been done to pursue safety issues for several years now. Some efforts have been made, some new initiatives are in progress, but we need a better high level strategy. It was agreed we also need to continue to pursue all aspects, however minor, because all help to change pilot attitudes, and could help reduce the combinations of elements that can lead to accidents. This is a matter not only for the CIVL Bureau and the Safety Subcommittee, but for all delegates and especially all pilots.

10. Working Group reports

i) Continental Records WG

It was noted that the Continental Records WG achieved its aim at the last Plenary and has therefore been disbanded.

ii) Software WG

See attached comprehensive report for full details. Points arising:

WXC: Bureau noted that while WPRS is focused on competitions, WXC is not a sanctioned competition and therefore is not eligible for WPRS points.

Jury/Stewards/Judges databases: The Bureau is delighted to see that finally progress is being made in these databases. Judges database – AG is in contact with Accuracy SSC for feedback to develop further.

Aerobatics scoring system – AG has started looking at this. Need further information from SSC.

Scoring system documentation: The Bureau is pleased to see that the documentation for the GAP scoring formula and options in FS will soon be ready.

iii) Cat 1 Preparation & Performance Measures WG

Chairman has recently tried to solicit some feedback but no response forthcoming, so no progress has been made.

iv) HG Pitch Stability/Sprog Measuring WGs

See attached report and table received from Koos de Keijzer.

Bureau agrees that the initiative should be continued. There is a cost and manpower effort associated with it. At Tegelberg, 2 DHV technicians will be making sprog measurements.

Steward to ensure they are done to CIVL specifications. For Ager, we should ask the WG for specific recommendations of how to handle sprog setting measurements.

Action: FK to look for volunteers (including Tomas Pelicci). This will require budget. We will check costs incurred for Laragne when we see the financial report.

v) Jury & Steward Selection WG

No report received. See 7i) above

vi) PG Safety WG

Report appeared to be part of PG SSC report. See 9ii) above

vii) Altitude Limits WG

Verbal report presented by AG.

Detailed and constructive discussions resulted in the Addendum used at the HG Worlds in Laragne. This worked well. Subsequent discussions are continuing. There is no consensus to go in any one particular direction (ie GPS or barometric) at this time. The chairman's view is that because technology is evolving swiftly, CIVL should continue using the procedures outlined in the Laragne addendum for another year at all Cat 1 XC competitions and test events. The WG should continue to monitor and discuss further.

11. CIVL Comps Coordinator

i) A detailed report was received.

In 2009 277 sanction requests were handled compared to 257 in 2008. Some organisers leave the paperwork until the very last day possible. Some were refused as outside the 1 month deadline.

Results had to be chased for 40% of 2009 competitions not sent within seven days. In some cases multiple emails had to be sent.

The Bureau is pleased to hear that there is a rapid increase in the use of FS as a scoring program for XC events with more than 100 comps sending in the FS database and 53 a Race database.

Inclusion of the CIVL ID in results is improving. BH reports that the addition of the CIVL ID on the WPRS pages showing pilot name in the ranking is making it much easier for organisers, scorers and pilots.

Sporting Licences: Late information often comes in for pilots who may have been marked without a Sporting Licence when they had one, and results are exceptionally changed to reflect this, usually for qualification purposes.

BH reported that currently when results are submitted, the licence field can be checked 1 or 0 or left unchecked. Currently when results are input, unchecked fields are defaulted to 1 (pilots hold a licence). BH asks if these should default to 0. The Bureau agreed, but noted that this could initially raise more questions as more pilots will not receive points, until organisers learn to fill in the field correctly. This will take effect on results received after 1st January 2010.

Action: AG

A simplified version of the Sanction Application Form has been submitted for approval. The Bureau will review this in detail and respond by 1st November.

ii) 2010 working hours & fees

The Bureau will budget for an average of 15h/week up to a total maximum outlay the same as last year.

12. Impact of live pilot tracking system

This topic has arisen as organisers at Monte Cucco want to use a system at the next HG Worlds. Several systems are already in regular use in Cat 2 competitions, including Leonardo, Spot and DSX Safly. They can be used for media/spectator interest to provide live tracking.

These are also safety devices which can be used to trace pilots who are lost/out of contact and for report-in/retrieval. With data available live, scoring can be done as soon as pilot lands. No

need to wait for the pilot to return to HQ for download. Pilots devices could be used as backup. It was noted there is potential for passing on positional information from live screens to pilots, giving competitive information of routes being taken, missed turnpoints etc. If such a system becomes mandatory in Cat 1s, it could also be used by all as a standard instrument for altitude verification.

Further, other commissions, including CIMA (microlights) and IGC (gliders) are also looking at live tracking devices to be used in competitions. Joining with them could give advantages. Some concerns about tying in with a single manufacturer. Such a deal would require FAI approval. Some concerns about costs.

Action: JA to contact Italian organiser on this matter

Action: AG to follow up on inter-commission communications

13. Screening committees

LJ noted that nothing is written anywhere about screening committees, how members are nominated for each event, nor on their precise role. Section 7 and Organisers Guidelines need to be reviewed and a proposal made to include this information.

Action: JA to circulate suggestions.

14. Website & Press Promotion

LJ believes the website is cumbersome, overly-complicated, difficult to maintain, difficult to use and does not reflect the image that CIVL would like to portray. It is used by CIVL officials, delegates, organisers and pilots primarily to access CIVL documents and as a gateway to the WPRS and the FAI calendars. LJ would like to see the website massively simplified and overhauled, reducing the number of pages and making it easier to use and easier to maintain. Bureau agrees. We should look at what needs to be done and how much it will cost. A short survey among selected site users would be a useful start.

Action: LJ prepared to work with a specialist to overhaul the site. LJ will source at least one quote to cost the work involved.

Action: LG to determine what Safety, Training & IPPI information should be retained and maintained on the site.

LJ presented some ideas on the role of a PR coordinator for CIVL and the potential advantages. While Bureau members see the benefits, no further action was proposed.

15. Reports on Bureau Decisions

WAG expenses. It had been agreed by the FAI that travel expenses of the CIVL Officials at the WAG would be paid by the FAI, and that this would include Judges and judging fees. Due to a miscommunication, the aerobatics judging fees were considerably higher than budgeted. JA noted that payment of these additional WAG expenses, out of CIVL funds (FAI covered the original sum budgeted) was a decision made by FK and LJ and the remainder of the Bureau were not consulted, only notified after the event, even though FK/LJ felt no other course could be taken.

No other decisions have been made since the last ones reported to Delegates and posted on the website.

16. Medals

FK has undertaken the ordering of medals for next year's championships. Blank medals have been ordered for 2011 Aerobatics Worlds and events where we do not yet know if there will be womens' medals required. These can be engraved later. Clarification requested on cost implication of this route. It is a complex job to assemble information on medals needed. Christine Rousson (FAI) has been of great assistance in this effort.

17. Subcommittee mailing lists

Very little activity on HG & PG SSC lists. These should be the primary communications channels. Some off-line communications are known to be happening, but this does not indicate that any SSC activity is taking place. Recently, AG has stimulated some discussion on the PG SSC list and JA has kicked off some discussion on the HG SSC list. FK will stress the need for Chairmen to use these lists prior to the Plenary to discuss topics that will be put on their respective SC meeting Agenda.

18. WADA – procedures & problems

Nothing to report.

19. Cloud flying/airspace infringements

Section 7 already states that the onus is on the pilot to prove he was not cloud flying or infringing airspace. Review of last Plenary's discussion on cloud flying and penalties.

20. Books

LJ proposed to distribute remaining 'And the World Could Fly' books to NACs free of charge to use for promotional use as day prizes at competitions, to give to local dignitaries of towns hosting events, etc. FA suggested starting at Plenary in Lausanne and then sending them to NACs who could not attend. All agreed. Action: LJ

21. Officials' wear

LJ reported stock remaining: 14 yellow T-shirts, 6 ladies T-shirts, 9 baseball caps. Agreed that yellow shirts (for all) are best for day wear as they are prominent. Cotton shirts or polo shirts from FAI website are good for attendance at formal functions including ceremonies. Action: LJ/FK to estimate requirements for next year and order what's necessary.

22. Update from FAI General Conference, ASC & CASI meetings

ASC Presidents meeting: Following the WAG this year, there is some continuing issues to resolve between the WAG organisers and FAI which may have an impact on the relationship between FAI and the Italian NAC. Bureau should be aware of this with respect to CIVL events planned in Italy (World Aerobatics championship in Omegna 2010 and World HG championships in 2011).

Some discussions are underway concerning bids for the next WAG. Awaiting further information. We should insist that HG/PG disciplines must take place at main venue, not at a remote location, as they were in Italy. If no lake/water landing option, it is likely only PG Accuracy will feature.

FAI has produced a standard letter to NACs of bids to be presented confirming agreement and nature of support. This letter will form part of CIVL's 2012 bid preparation package, and will be sent to the bidding NACs by FAI secretariat.

A proposal to change the rules concerning setting Lausanne as a default location for commission Plenary meetings will go on to FAI GC Agenda next year. The Bureau noted that the benefits of going to Lausanne are diminished now that free use of some facilities in the Olympic Museum has ended. It also recognises that holding our plenary meeting elsewhere can improve attendance by nations who are not close to Lausanne. It was suggested that we should set a plenary budget based upon Lausanne and consider using some of this budget to support the organiser when a plenary is held elsewhere. An interesting discussion but no conclusion was reached.

FAI is producing new guidelines for ceremonies. Once published, CIVL should review them to see if any elements should be adopted in our own.

23. FAI Sporting Licence Database

Some further delays have been announced, with more work than anticipated. No date fixed yet. This is frustrating as CIVL believes it will be very helpful and useful for CIVL competitions and results processing.

24. Finances

No interim report was received from the Treasurer, who was absent from the meeting. An early report was sent in after several prompts. It was largely incomplete, not very useful and included some errors. Further help was offered, but no response. There are indications he may not fully understand the role.

Action: FK to contact GV again and insist on some response.

Budgets:

For 2010, budgets will need to be included for: sprog measuring, officials' wear, medals, judging training, steward training, steward fees, software, competitions coordinator, plenary & bureau meetings.

Action: FK to estimate budgets needed for President/VP/Bureau travel in 2010

25. Preparations for 2010 Plenary

i) Next Bureau meeting: Scheduled for 16.00 Wednesday at Hotel Aulac.

ii) Schedule for SC/WG meetings will be finalised later by email. It should be noted that the Plenary meeting will not be scheduled to finish until at least 16.00 on Sunday. This should be pointed out to delegates in good time so that travel arrangements can be finalised.

iii) Nominations and voting for Bureau and SSC chairs – procedure worked well last year and will be repeated

iv) Handling incoming proposals & bids – as per last year, they will be checked for sense and completeness. Bids distributed for early view. LJ suggested a note on procedures and protocols would be useful for the Bureau, Subcommittee Chairs and especially delegates.

26. Any other business

i) Insurance for competitions

Stewards should be reminded to ensure organisers are aware of their responsibilities concerning insurance ie that there is no conflict or discrepancy between what organisers are requiring that pilots have, what, if anything, the organisers' can offer for sale, and that they must enforce their own LRs.

This should also be added to the Steward & Jury Handbook.

Annex 1: Outstanding actions from previous meetings

Annex 2: PG SSC Interim Report

Annex 3: Sporting Code SSC Interim Report

Annex 4: Software WG Interim Report

Annex 5: Sprog Measurement WG Interim Report

Annex 6: Sprog Measurement comparison table

Annexe 1 – Outstanding Actions from previous meetings November 2007 Bureau Meeting - Reykjavik

Minute	Action	Who	Status	
15iii)	FAI to add Team results on website	FK	cont	23/2. Waiting for software update 22/10 Still not done. FK to chase.

November 2008 Bureau Meeting, Ribiers

Minute	Action	Who	Status	
3i	Investigate paying sanction fees by PayPal	LJ	cont	23/2 FAI investigating 22/10 LJ to check
3iii	CIVL database: 'results received not yet processed' option & auto reminder for missing results	AG	closed	Done.
3v	Aerobatics: Ask DP to complete Annex to 7A. Identify changes & proposals to Aerobic AnnexA	JA	cont	JA will chase again
3vi	Create spec document for an overhaul of Practical Guidelines for Comp Organisers.	LJ	cont	Will show some progress before next BM
7iii	Source photos/profiles of J&S volunteers for sending to organisers & put on website	J&S Coor	closed	Will be added to role of J&S coordinator
7iv	Bureau members to review LG's Steward checklist	all	cont	JA/FK/HM for HG, FA/LG for PG, add J&S handbook
7vi	Trainee J&S feedback forms	JA	closed	JA has produced sample which is now in use
10viie	Review web links to manufacturers safety notices	LG	closed	New action noted for LG
10viif	Review TOR of S&T SC	LG	open	Before next meeting
12	Compile better sample budget template for Annex A	LJ	cont	Will be completed in time for reviewing bids
12	Review S&J Handbook Report template to clarify 'recommendations' expected to be adopted.	JA	closed	Ready to publish
14iii	Proposed S7 change to entry form template to reflect online processes	JA	closed	Will be reviewed along with all Sample LRs
20	Mailing list for Safety & Training SC	LG	open	Continuing
21	Ask RW about mailing list for R&B SC	FK	open	Continuing
22d	Ask FAI for guidance on km rates for long journeys which cheaper by air but official prefers to drive	LJ	closed	Done. New guidelines available for IRs

February 2009 Bureau Meeting – Hall in Tirol

5i	Specification for J&S database (& Judges dB)	AG	closed	In progress
5ii	Documenting selection/appointment process	LJ	closed	New J&S actions
9c	Update for Annex A for additional safety info	Bur.	closed	Done
12	Dealing with (sell or donate) stock of books	LJ	closed	On agenda
13	Add to LR template facility for Version control	JA	open	To be done on next update

February 2009 Plenary Meeting – Hall in Tirol - actions on Bureau

13	Oversee amendments to Aerobatics S7 changes	JA	closed	Published May 2009
18	Update Annex A for environmental impact report	JA	closed	Done
26	Update J&S handbook – Jury to avoid cancelling tasks	JA	closed	Ready to publish

Annex 2 to CIVL Bureau Meeting Minutes, October 2009

Paragliding Standing Subcommittee Interim Report

The reports should cover issues raised by pilots, organisers, SCC members, delegates, Steward & Jury reports etc.; Outcomes (recommendations, proposals, actions); and concerns.

Subcommittee or Working Group: Paragliding Subcommittee	Date: 19/October 2009
Name: Chris Burns (Calvo)	Confidential to Bureau: Y/N For publication: Y/N

Summary of subcommittee activity since the last report:

The main issues for discussion have revolved around safety in cat 1 competitions, Allocation procedure and task dropping.

Issues raised, discussed or actioned and resolved:

Safety in cat 1 competitions.

As per the interim report I sent to flip back in June there are a number of categories. The improvements can be divided into 4 categories.

- 1) Helmets: the intention is to require all pilots to fly with safety helmets that comply with EN966
- 2) Harnesses: the intention is to require that all harnesses have adequate back protection and are airworthy. The means of achieving this are still under discussion.
- 3) Task setting: We believe more can be done to set tasks with control turnpoints to keep pilots away from areas of known high risk of turbulence.
- 4) Pilot ability: we believe that the level of all competing pilots in a category 1 competition needs to be higher (example: higher qualification standards)
- 5) Gliders:
There are 4 areas in which safety of the gliders can be affected.
 - 1) Aspect ratio limitation
 - 2) Limiting of batten type reinforcing within the sail
 - 3) Testing of competition gliders to CEN D at trim speed.
 - 4) Improvements in line testing, certification and specification.
 - 5) Certified gliders only at cat 1 events.

The first 2 categories have had wide spread acceptance within the industry and are non controversial.

With regard to pilot ability, the consensus of opinion is that it needs to be higher at this level of competitions. At recent events there has been a wide spread of ability. We believe this requires changing.

With regard to improvements in task setting this still requires further discussion to ensure that task possibilities are not restricted.

With the glider improvements, this subject is controversial with manufacturers and pilots. There has been a lot of discussion from all interested parties with no consensus of opinion as yet. The 4 subsections above are possibilities that are being discussed further. We have been in touch with manufacturers with regard to the feasibility of suggested improvements with a varied response. The overall feeling in the industry is positive (that there needs to be changes to improve safety) it is only the method that requires to be found. We have had a number of proposals which have been discussed and we will continue to work with all interested parties to formulate realistic proposals for civil.

Since sending this report there have been a number of developments. Firstly I have contacted a number of manufacturers, top pilots and the PMA to ask for proposals from them. As we believe they are the people with the most experience and knowledge on what makes a glider safe or not. Also I will be receiving proposals from various testing experts. These proposals will be circulated around the sub committee members as soon as I have received them all.

The pma (Paraglider manufacturers association) are currently meeting to discuss the latest developments in paragliding manufacturing. This is the addition of stiffening battens either chord wise or spanwise within the sail. These are made of either carbon fiber or a flexible plastic cord. (similar to that used in grass cutters) there is as yet no firm information whether this will detract from or improve glider safety. These gliders were flown in the pwca super final there were no incidents reported concerning them and the event was won by a pilot flying one.

It is also hoped that a number of experts will be present at the plenary for technical advice.

Issues raised to be resolved, suggested actions:

All the issues above concerning safety in cat 1 competitions still require to be resolved.

With regard to allocation procedure and task dropping. This is currently being discussed and we hope to have an agreement to forward as a proposal soon.

Issues or concerns requiring Plenary or Bureau guidance/response:

Clarification is required whether the stiffening in paraglider sails is within the rules.

Issues of potential interest/relevance to other SCCs:

The issues with regard to paraglider safety are relevant to the safety and training committee and have been communicated to them.

Annex 3 to CIVL Bureau Meeting, October 2009

Sporting Code Subcommittee Interim Report

The reports should cover issues raised by pilots, organisers, SSC members, delegates, Steward & Jury reports etc.; Outcomes (recommendations, proposals, actions); and concerns.

Subcommittee: Sporting Code	Date: 18 October 2009
Name: John Aldridge	Confidential to Bureau: No For publication: Yes

Overview:

After the major restructuring of our Sporting Code that has been occurred over the past few years we seem to have finally settled down and the SSC is likely to be recommending far fewer changes to the code at the next plenary. This can only be a good thing for both pilots and organisers and does perhaps indicate that our current rules are far clearer, up to date, practical and sufficiently comprehensive than has been the case in the past. However Chapter 12 of S7A does still require considerable revision by the HG SSC.

Summary of subcommittee activity since the last report:

Publication of 2009 editions of Section 7 of the FAI Sporting Code.

Monitoring jury & steward reports for recommended changes to S7. Clarifying S7 rules when requested.

Issues raised, discussed or actioned and resolved:

At the last plenary there was a proposal from France to change the X+2 rule (for women) to X+Y with the values of both X and Y set to suit each individual championship. As the X+2 rule concerns team numbers rather than individual entries I could not find a way to achieve this without either reducing the number of X or contravening the maximum team numbers specified in 3.1. It is still possible to increase the number of women competitors in a championship by allowing extra women to be entered as individuals.

Other publications:

Comp organisers' handbook – no progress to date.

Jury & Steward Guidelines – awaiting recommendations from WG before publishing next edition.

Issues or concerns requiring Plenary or Bureau guidance/response:

Approval in S7 of later versions of GAP.

Internal Regulations:

4.1 – introduce post of 1st VP in line with other commissions.

6.8.7.3 - change wording so that all sporting code changes require 2/3 majority.

Issues of potential interest/relevance to other SCCs:

Review of definition of a paraglider – with regard to rigid parts of structure.

Tightening up Cat 2 rules to exclude “XC League” or OLC events – required as long as we use WPRS as a safety filter for Cat 1 events.

Matters in attached Annexes.

Annex A to SC Proposals

Hang Gliding Classes 1,2 & 5

S7A, 2.4.2 Event Period – amend second sentence to read “Competitors are subject to all rules relating to championship flying” etc.

Reason: to correct typo – word missing in last edition.

S7A, 2.17.12 Suspension, cancellation or stopping a task – new sub-para 2.17.12.4.

When a task has been cancelled or stopped it is the responsibility of the organiser to announce this on competition and safety frequencies. In addition this should be notified to participants via team leaders. Where possible the announcement should also be repeated on team frequencies.

Reason: This is common sense and current good practice but there is no rule making it mandatory.

S7A, 2.24.6 Take-off “push” system – at end of first paragraph add “When an ordered launch is used a pilot who decides not to take off in his turn may not subsequently “push” in that task.

Reason: to avoid tactical ploy of declining position in launch order, moving to back of queue and immediately instigating a “push”.

S7A, 4.3.3 Minimum Number of Tasks – change heading to “Tasks” and add further sentence at the end “All competitors shall be set the same tasks, from the same sites on the same days”

Reason: to regulate attempts to fudge minimum numbers and also stop applications to sanction XC league events where pilots do not even fly from the same sites.

S7A, 5.2.2 Local Regulations – delete this paragraph entirely.

Reason: No longer required as approved scoring systems are listed in 5.2.1 and it is no longer considered appropriate to restrict the task setting flexibility of an MD by setting out in the LRs exactly how the scoring system and formula will be used; this should be decided in the light of the conditions prevailing on the day.

S7A, 5.5.8 Scoring of Stopped Tasks – amend first sentence to read “A task which is stopped, but not cancelled, shall be scored if a minimum of one and a half hours have elapsed since the time the first valid start was taken by a competing pilot or at least one pilot who has taken a valid start has achieved goal.

Reason: to clarify the point in time that the one and a half hours will be measured from and to ensure that no pilot who has not taken a valid start can claim to have triggered the scoring of a task that has been stopped.

S7A, 5.9.2 Application of Penalties – add sentence detailing how progressive penalties are to be used when a pilot infringes the same rule on more than one occasion in a single flight e.g. in cases of cloud flying or altitude infringement. HG SSC to be consulted on this.

Reason: this has happened in recent championships and the rules are not clear about the application of progressive penalties.

S7A, Chapter 9 Annex B to Sample Local Regulations – replace existing document with revision currently under discussion in HG SSC.

Reason: existing document is badly worded and cannot be signed in honesty by many pilots.

S7A, Chapter 12 Hang Glider Safety Standards – revision of current chapter by HG SSC should result in firm proposals.

Reason: many elements of the existing chapter are out of date, badly worded or unclear.

S7A, 15.5.4 Scoring a Stopped Task – delete all up to “a single start time” in the 4th line and replace with “The rule giving the circumstances in which a stopped task will be scored is at 5.5.8. When this occurs”.

Reason: to remove repetition of a rule.

Paragliding (Class 3)

S7B, 2.24.1 Launch Window Open Times – delete second sentence.

Reason: this is unnecessary in view of 2.24.2.

S7B, 2.18.9 Suspension, cancellation or stopping a task – new sub-para 2.18.9.5.

When a task has been cancelled or stopped it is the responsibility of the organiser to announce this on competition and safety frequencies. In addition this should be notified to participants via team leaders. Where possible the announcement should also be repeated on team frequencies.

Reason: This is common sense and current good practice but there is no rule making it mandatory.

S7B, 4.3.1 Maximum Numbers – move last paragraph about complaints and protests into 4.2.

Reason: this paragraph does not relate to validation of an event.

S7B, new paragraph 4.3.2 Tasks – All competitors shall be set the same tasks, from the same sites on the same days.

Reason: to regulate attempts to fudge minimum numbers and also stop applications to sanction XC league events where pilots do not even fly from the same sites.

S7B, 5.2.2 Local Regulations – delete this paragraph entirely.

Reason: No longer required as approved scoring systems are listed in 5.2.3 and it is not considered appropriate to restrict the task setting flexibility of an MD by setting out in the LRs exactly how the scoring system and formula will be used; this should be decided in the light of the conditions prevailing on the day.

S7B, 5.7.2 Application of Penalties – add sentence detailing how progressive penalties are to be used when a pilot infringes the same rule on more than one occasion in a single flight e.g. in cases of cloud flying or altitude infringement. PG SSC to be consulted on this.

Reason: this has happened in recent championships and the rules are not clear about the application of progressive penalties.

.S7B Glossary

Remove reference to WHGS

Reason: this subcommittee no longer exists.

For Paragliding Accuracy

S7C, Chapter 5 – include performance standards of measuring equipment to be used.
Reason: request from steward's report after test event for European Championship.

For Record & Badges

S7D, 7 TASK DECLARATION FORM – under “Glider” delete “Type and number” and insert “Class, make, model and serial number”

S7D, 8.4 Control – add sentence “The observer must also confirm that he has identified the pilot as the individual claiming the record and that he is flying a glider of the appropriate class.

Reason: There is currently no requirement to identify the pilots claiming a record and no requirement to check that aircraft flown meets the class definition requirements.

Annex 4 to CIVL Bureau Meeting, October 2009

Software Working Group Interim Report for CIVL Bureau

The reports should cover issues raised by pilots, organisers, SSC members, delegates, Steward & Jury reports etc.; Outcomes (recommendations, proposals, actions); and concerns.

Subcommittee or Working Group: Software WG	Date: 20 October 2008
Name: Agust Gudmundsson	Confidential to Bureau: No For publication: Yes

1. Summary of subcommittee activity since the last report [Last report Plenary 2009]:

- a) The WG implemented and released improved version of the **WPRS** formulas March 1st 2009, as accepted at the Plenary in Hall, Austria.
- b) Review and ongoing work to improve the **WPRS** formulas for proposal for the Plenary in 2010.
- c) Continuing Development and support of **FS**, new HG/PG XC flight verification and scoring system, including the **FS web** pages for help/guidelines and user forum. FS has been used in many competitions. Most importantly the Category 1 World HG championship in Laragne, France. One scoring formula issue was discovered and fixed during the competition. The FS web (<http://fs.fai.org>) is working well to handle information, guidelines and discussion forum for FS. Number of versions of FS have been released during the year..
It can be said that FS has been received well and its release is a success. The flexibility in scoring is important. It has already more scoring formulas built in and the parameters and options for the scoring is much more than has been available before.
The FS-web is open for all to add more help and information for FS users. It would be helpful if competition organisers would add samples of real tasks from competitions. This is to help other task setters to see how various tasks can be set.
- d) Supporting and maintenance of **CIVL database**. The database consists of pilot database with more than 10.000 pilots. All competitions and the results of the competitions. The WPRS ranking formula calculation and publication of the rankings every month for all the
- e) Currently under development is the long waited for Jury, Steward and Judges database. It is integrated with the CIVL database. Competition officials are registered for competitions with officials.
- f) **WXC** World XC online contest trial season has been successful. New contests have been networked, finalizing networking Swiss contest this week. Number of online contests are already connected and scored. The WXC trial period is going well and more and more online contests are connected.
The basic philosophy is to have an online XC contest to join the CIVL WXC network and submit the flights of that contest to the CIVL WXC. The pilots submit their flights to their local online XC contest, which in turn automatically also submits the flight claim to the CIVL WXC using the open source WXC protocol.
The work in progress now is to add new online contests to the WXC network and to look at formal status of the WXC contest.
The CIVL WXC is intended to increase the interest of pilots to do more challenging flights and compare flights between pilots and different parts of the world.

Also it is intended to create more interest in online competitions on a country or continent level.

2. Issues raised, discussed or actioned and resolved:

3. Issues raised to be resolved, suggested actions:

- a) **WPRS formula improvements:** There is ongoing discussion on the WPRS formula and how it can be improved. It might lead to proposal from the WG to the Plenary. Currently the WG is discussing changing only the PG XC competitions ranking formula.
- b) **Scoring formulas:** For the Plenary a detailed description of the GAP scoring formula with all options and parameters will be produced. It should be reflected in our sporting code what is to be used in Category 1 competitions. Currently the accepted scoring formulas are referred to by name and version (GAP2000, GAP2002) without mentioning options and parameters that have been in scoring software for at least 8 years.
- c) **WXC:** The trial season ended September 30th. Next season started automatically October 1st 2009.
The Bureau and the Plenary have to decide how to progress and make the WXC a formal contest or competition.
Some questions on future development of the WXC:
Will the winners of each class get medals or diplomas, will WXC get some category status within FAI, will pilots in WXC get WPRS point for their flights ?

4. Issues or concerns requiring Plenary or Bureau guidance/response:

- a) An improvement of the WPRS formula is in progress and a proposal might be put forward for the Plenary to adopt from March 1st 2010.
- b) Detailed GAP formula description with all possible options and parameters will be published before the Plenary 2010. A improvement of S7 scoring formula paragraphs should be done in relation the scoring formula documentation.
- c) The WXC online contest trial period. The Bureau and the Plenary have to decide how to progress and make the WXC a formal contest or competition.

5. Issues of potential interest/relevance to other SSCs:

- WPRS
- Scoring formulas description
- FS
- WXC

Annex 5 to CIVL Bureau Meeting Minutes, October 2009

Report from the Sprog Measuring Working Group.

Since the plenary 2009 in Innsbruck there has been an ongoing email discussion about sprogs and how to deal with it during the worlds. It took a long time before this discussion came up with ruling which could be used in Laragne. It became a last minute thing. Time limits were passed over and over. Surprisingly nobody protested against this. Apparently pilots were aware that their gliders were going to be measured, and agreed with the limits we came up with in the end.

During the discussion of the sub-commission we suddenly were confronted with local regulations about sprog measuring during the women pre-Worlds in Germany. Without consulting the commission local regulations seemed to have been approved by the CIVL. The sub-commission didn't understand this policy, and were disappointed.

Laragne

According to the Addendum to the local regulations, all gliders were measured, and repeatedly until they were within the limits. Thomas Pelluci and Dennis Pagen spend about 5 days doing this. Measurements were taken outside on the campsite and later inside a big hall. There were no gliders measured repeatedly during the comp for gathering data. There were measurements done during the comp. Not very frequent, but they were done. All measured gliders had the same settings as the measurement before the comp. These measurements were not published.

The measurements before the comp were published including glider types and pilot names. The lower limit used was minus 2 degrees from certification settings. On gliders with a tail this limit was 0,5 degree.

In the end more and more manufacturers came up with sprog settings. These settings have been used next to settings provided by testing bodies.

Nobody refused to be measured. Not before the comp, not during the comp.

There was a mandatory safety briefing in which safety issues were presented.

Remarks

The outcome of the measurements are in the attachment, were they are compared to the ones taken in Greifenburg. It is obvious that everybody knew what was going to happen. Only a few pilots didn't know if their settings were within limits. Most pilots had measured them themselves and knew more or less if they were okay or not. This was a big difference from Greifenburg where only a few knew their sprog angle.

Even prototype gliders had reasonable settings.

None of the competition gliders measured had changed their sprogs. So no warnings or penalties were given. It looks like in competition measuring takes a lot of time. Time usually not available for the steward.

Measuring 120 gliders takes a lot of time and without the help of two committed CIVL measurers it would have been impossible. The CIVL must think about this problem.

It is suggested (and needs more discussion in the subcomm.) to do a total measuring only one or two more times. After that pilots should have been used to the system enough. We could than change to measuring a percentage of the pilots.

It is also suggested to ask the pilots to give their sprog settings during pre-registration. This means that if the glider is measured before or in the comp, the settings should be as given by the pilot. CIVL could supply measuring devices during the practice days.

There were no tumbles in Laragne. We will never know if this was due to the enforced sprog settings or just luck. In the sub-commission we think that the – 2 degree limit turned out to be a good guess. We think CIVL should stick to this limit. With two exceptions. Gliders with a tail should have a smaller tolerance to the certification settings. A 0,5 degree seems reasonable here. And second, if manufacturers give sprog setting information and advice to use less tolerance. (Moyes did in Laragne)

If you look at the tables in the attachment you will see that the different manufacturers had different measurements. In Greifenburg the range of settings being measured was very wide for Aeros and Icaro gliders. Why is this? Do they support their competition pilots less than for instance Moyes?

Conclusion

The sprog measuring carried out in Laragne was a big step forward in controlling pitch stability, and it showed that the CIVL approach: rules, measurements combined with pilot education, worked and is the way to go.

Koos de Keijzer, October 2009

[Greifenburg Inside sprogs:](#)

Dif_in_fout * glidetype_cat Crosstabulation ^a							
			glidetype_cat				Total
			Wills Wing	Moyes	Icaro	Aeros	
Dif_in_fout	Within 2 degree from certification	Count	10	21	5	47	83
		% within glidetype_cat	83.30%	100.00%	38.50%	64.40%	69.70%
	More than 2 degree diff.	Count	2	0	8	26	36
		% within glidetype_cat	16.70%	0.00%	61.50%	35.60%	30.30%
Total		Count	12	21	13	73	119
		% within glidetype_cat	100.00%	100.00%	100.00%	100.00%	100.00%

a. Wedstrijd = Greifenburg

[Greifenburg Outside sprogs:](#)

Dif_out_fout * glidetype_cat Crosstabulation ^a							
			glidetype_cat				Total
			Wills Wing	Moyes	Icaro	Aeros	
Dif_out_fout	Within 2 degree from certification	Count	6	18	6	28	58
		% within glidetype_cat	50.00%	85.70%	46.20%	38.40%	48.70%
	More than 2 degree diff.	Count	6	3	7	45	61
		% within glidetype_cat	50.00%	14.30%	53.80%	61.60%	51.30%
Total		Count	12	21	13	73	119
		% within glidetype_cat	100.00%	100.00%	100.00%	100.00%	100.00%

a. Wedstrijd = Greifenburg

[Laragne In-side sprogs:](#)

Dif_in_fout * glidetype_cat Crosstabulation ^a							
			glidetype_cat				Total
			Wills Wing	Moyes	Icaro	Airborne	
Dif_in_fout	Within 2 degree from certification	Count	17	43	16	4	28
		% within glidetype_cat	100.00%	100.00%	100.00%	100.00%	96.60%
	More than 2 degree diff.	Count	0	0	0	0	1
		% within glidetype_cat	0.00%	0.00%	0.00%	0.00%	3.40%
Total		Count	17	43	16	4	29
		% within glidetype_cat	100.00%	100.00%	100.00%	100.00%	100.00%

a. Wedstrijd = Laragne

Laragne Outside sprogs:

Dif_out_fout * glidetype_cat Crosstabulation ^a								
			glidetype_cat				Total	
			Wills Wing	Moyes	Icaro	Airborne		Aeros
Dif_out_fout	Within 2 degree from certification	Count	17	38	16	3	29	103
		% within glidetype_cat	100.00%	88.40%	100.00%	75.00%	100.00%	94.50%
	More than 2 degree diff.	Count	0	5	0	1	0	6
		% within glidetype_cat	0.00%	11.60%	0.00%	25.00%	0.00%	5.50%
Total		Count	17	43	16	4	29	109
		% within glidetype_cat	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

a. Wedstrijd = Laragne



