

FEDERATION AERONAUTIQUE INTERNATIONALE  
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INTERNATIONAL HANG GLIDING COMMITTEE ( C.I.V.L. )

Plenary Meeting at Kössen (Austria) on September 12th-14th 1978

at 9.00 a.m.

A G E N D A

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drawn up by the Secretary of C.I.V.L., Mr. T. Hudson  
received at F.A.I. on August 9th 1978.

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N.B. : After the President's address, the Plenary Session  
will adjourn to permit meetings of the Sub-Committees.  
The Plenary Meeting shall be reconvened at 9.00 a.m.  
on Thursday, September 14th 1978.

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I. MINUTES OF THE 1977 PLENARY MEETING

For approval.

II. ADDRESS BY THE PRESIDENT OF C.I.V.L.

III. REPORTS BY CHAIRMEN OF SUB-COMMITTEES

- A. Flight schools and training
- B. Insurance
- C. Manufacturing standards
- D. Accident data analysis
- E. F.A.I. Sporting Code , Section 7
- F. Towing
- G. Administrative and internal regulations

IV. REVIEW HANG GLIDER CERTIFICATION PROGRAMME OF EACH COUNTRY

V. REVIEW THE STATUS OF MOTOR HANG GLIDING OPERATION IN EACH COUNTRY

VI. REVIEW THE USE OF SAFETY EQUIPMENT

VII. EXCHANGE OF VIEWS ON AN INTERNATIONAL HANG GLIDING DIRECTORY, INCLUDING HANG GLIDING PUBLICATIONS.

VIII. DESIGN PROPOSAL FOR A F.A.I. HANG GLIDING DIPLOMA.

IX. EXAMINATION OF AN INTERNATIONAL PILOT PROFICIENCY RATING PROGRAMME

X. CONSIDERATION OF COMPETITION CLASS SPECIFICATIONS FOR HANG GLIDERS

XI. REVIEW OF LOCAL REGULATIONS FOR 1979 EVENT

XII. FUTURE WORLD CHAMPIONSHIPS

- A. Progress report on the 1979 Championships in France
- B. Venue for 1981 World Championships
- C. Bids for the 1983 World Championships

XIII. ELECTIONS OF THE PRESIDENT, VICE-PRESIDENTS AND SECRETARY

XIV. ANY OTHER BUSINESS

XV. DATE AND PLACE OF NEXT MEETING

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FEDERATION AERONAUTIQUE INTERNATIONALE  
INTERNATIONAL HANG GLIDING COMMITTEE (C.I.V.L.)

MEETING IN KÖSSEN, AUSTRIA, ON THE 12th AND 13th OF SEPTEMBER 1978

M I N U T E S

drawn up by Mr. T. Hudson, Secretary of the C.I.V.L.

Were present : In the Chair : Mr. Roman CAMPS, President of C.I.V.L. (SPAIN)

Mrs. Ann WELCH, Honorary President of C.I.V.L.  
(UNITED KINGDOM)

AUSTRALIA .....	Mr. Roger PULLEM, Delegate Mr. Robert DAVIS, Observer Mr. Bill MOYES, Observer
AUSTRIA .....	Mr. Sepp HIMBERGER, Delegate
FRANCE .....	Mr. René COULON, Delegate
GERMANY (FEDERAL REPUBLIC OF) ....	Mr. Klaus TANZLER, Observer Mr. Rainer KILM, Observer Mr. Philipp WILLPOT, Observer
IRELAND .....	Mr. Tom HUDSON, Secretary CIVL & Delegate
JAPAN .....	Mr. Asahi MIYAHARA, Delegate Mr. Yoshiki OKA, Observer
LUXEMBURG .....	Mr. Jean WILLEMS, Delegate
NETHERLANDS .....	Mr. Floor GREMMEN, Delegate
NORWAY .....	Mr. Stein FOSSUM, Observer
POLAND .....	Mr. Jerzy WOLF, Delegate
SOUTH AFRICA .....	Mr. Donald WOOD, Delegate
SWEDEN .....	Mr. Erwin KJELLERUP, Vice-President CIVL & Delegate
SWITZERLAND .....	Mr. Uli SPORRI, Observer
UNITED KINGDOM .....	Mr. Reggie SPOONER, Delegate Mr. Roy HILL, Observer
UNITED STATES .....	Mr. Harry ROBB, Vice-President CIVL & Delegate Mr. Chas. STAHL, Observer

F.A.I. : Mr. W.P. WELSH, Technical Counsellor

APOLOGIES FOR ABSENCE WERE RECEIVED FROM :

Mr. Heinz KOSTNER (ITALY)

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The meeting was called to order by C.I.V.L. President, Roman Camps (Spain) on September 12th, 1978 at 9.10 a.m.

I. APPROVAL OF MINUTES OF THE LAST MEETING (25-26 OCTOBER 1977)

These minutes were approved, subject to a change made to Annex 2, Section 4.4. To read : "One landing over a 5 metre barrier, within a distance of 40 metres".

II. ADDRESS BY THE PRESIDENT OF C.I.V.L.

"Hang gliding is reaching a stage of stabilisation and the number of accidents have decreased although the number of pilots has increased, after a slight decrease. The reasons for this are better design and better training.

There has been a serious take-off in two specialities :

- Tow launching
- Motorised hang gliding

A major break through was the Swiss Canard last year. This year has been marked by two events :

- The European Championship
- My resignation

I confirm my resignation and ask you to think very seriously before electing a new President, or accepting this office!"

Ann Welch spoke for all delegates when she said that she was sorry to see Roman Camps go through with his resignation, and thanks were expressed to him for all the efforts and work he had done.

The meeting then continued under Harry Robb as Chairman.

Due to the early departure of some delegates, it was necessary to re-arrange the Agenda.

XII. FUTURE WORLD CHAMPIONSHIPS

- A. Progress Report on the 1979 World Championship by René Coulon to be held from 30th July to 12th August, at site 18 km from Grenoble at Hilaire Du Touvet.

At this stage, it was impossible to determine entry fees, but this would be published by the 1st January 1979. Cheap lodgings will be available.

The Classes will be(x): Open Class  
and : Class III

Rules would be available in English by the 1st January 1979; Scoring system the same as the French Championship.

It was decided by the meeting that each country could submit a team consisting of up to eight pilots.<sup>(x)</sup> The choice of class being Open.<sup>(x)</sup> The French Organisers would like each country to make available an Official to help. These people would bear their own expenses.

It was also stated that the Organisers will confirm by letter "that all FAI countries can participate". The possibility of using a sand pit for the landing target was discussed and dismissed.

XII. A. (continued)

Tasks : Cross Country. Out and Return, Pylon, Precision and 360's. It was decided that each pilot's score would be shown visually as soon as each had landed.

The Chairman reminded the Organisers that they must have three Stewards of different nationalities (Ref. Sporting Code, General Section, 4.5.2).

B. VENUE FOR 1981 WORLD CHAMPIONSHIPS :

Japan applied to run the Championships at a site near to city of Beppu. Written details to be available for the next meeting.

C. BIDS FOR THE 1983 WORLD CHAMPIONSHIPS :

Provisional bid for the Championship by U.K.

At this stage there were further discussions on the Agenda. Sweden requested the formation of a Sub-Committee to discuss forward plans, decide priorities for the coming year, and find out who was prepared to take on various responsibilities. This was subsequently dealt with Ref. Index I.

Also the Chairman gave the details of the rejection by CASI of the revised Section 7, and it was decided that this had now to be resolved and resubmitted.

Two working groups were then formed : Priorities chaired by Vice-President Erwin Kjellerup ; Section 7 chaired by Vice-President Harry Robb.

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The meeting reconvened on the 13th.

The decision was taken to bring forward the election of President, Vice-Presidents and Secretary.

XIII. ELECTIONS

- Nominations for President :

- |                        |        |          |
|------------------------|--------|----------|
| 1. Mr. Harry Robb      | U.S.A. | Accepted |
| 2. Mr. Erwin Kjellerup | Sweden | Accepted |

By secret ballot, Mr. Erwin KJELLERUP, Sweden, was declared President.

- Election of Vice-Presidents (3) :

- Mr. H. Robb (U.S.A.)  
Mr. D. Wood (South Africa)  
Mr. T. Hudson (Ireland)  
were elected Vice-Presidents for 1978-1979.

- Election of Secretary :

Mr. Hudson agreed to combine both roles and was elected Secretary.

Mr. Fossum proposed that the Secretary should have in next year's Agenda the election of Chairman of Jury. This was passed.

France proposed Mrs. Ann Welch as Chairman of the International Jury for the 1979 World Championships. Passed.

Item XIII. on the Agenda having been resolved, the President resumed Agenda order.

III. REPORTS BY CHAIRMEN OF SUB-COMMITTEESA. FLIGHT SCHOOLS AND TRAINING

Report had been circulated during the year by M. Berthou (France). Mr. S. Fossum (Norway) is now appointed to continue this work.

B. INSURANCE

Mr. Himberger reported that response to questionnaire had been disappointing - these details would now be given to Mr. Spooner (U.K.), who as new Chairman of this Sub-Committee, will co-ordinate information relating to insurance legislation and premiums in all active flying countries.

C. MANUFACTURING STANDARDS

Progress so far inconclusive - (U.K.) undertook to have a report within two months of receiving all copies of national standards from those countries who claimed to have developed same. It was proposed that Dr. Wolf (Poland) be appointed as Co-Chairman with Mr. Spooner (U.K.).

The following countries to send standards please - Austria, Germany, Switzerland, U.K. and U.S.A. If there are any other countries with new manufacturing standards, copies should also be submitted.

D. ACCIDENT DATA ANALYSIS

A finalised report is to be made available by year end by Mr. Sporri (Switzerland) who indicated that he was prepared to carry on for another year. It was proposed that liaison with Mr. Wills (U.S.A.) would be most desirable and beneficial to C.I.V.L.

E. FAI SPORTING CODE SECTION 7

Was fully discussed at the meeting and revised in line with the new General Section and current Hang Gliding practice. The amended Section 7 to be re-submitted to CASI in February 1979. A vote of thanks to H. Robb (USA) was passed. The amended Section 7 was approved by Plenary Committee. Proposed Mr. F. Wood (South Africa) - passed unanimously.

F. TOWING

Mr. Robb (U.S.A.) indicated his willingness to continue as Chairman of this Committee.

He reported that a World Championship Level Open Towing Meet was to be held at Cypress Gardens in August 1979. All would be welcome - teams would have to be nominated by their National Aero Clubs and would consist of five members.

G. ADMINISTRATIVE AND INTERNAL REGULATIONS

Mr. H. Robb submitted a logo for CIVL, based on Kössen symbol - he will have drawings prepared. These will be sent to each country. Logo may be used as badge and on letter heading.

IV. REVIEW HANG GLIDER CERTIFICATION PROGRAMME OF EACH COUNTRY

General discussion took place, with each delegate reporting on the situation in his country.

U.S.A.	HGMA Regulations. Only certified Gliders allowed in sanctioned competitions.
Sweden	No standards.
Germany	Glider must be certified. Government, NAC, interest.

IV. (continued)

- Austria. Other foreign standards are accepted if test data is provided.
- Switzerland. Type testing.  
Each glider has to be plated with manufacturers name ; Serial number ; Government S/No ; Year ; Weight.
- Luxemburg. No standards.
- U.K. BHGMF has created standards. BHGA issues certification.  
CAA has asked that BHGA register aircraft.  
U.K. recognises certification of all member countries of CIVL and asks that other countries reciprocate.
- Netherlands. No system. NAC and Government to set up system.
- Japan. JHA. Uses U.S. HGMA standards.
- Australia. No certification programme.
- Norway. No manufacturers. No standards.
- South Africa. Four manufacturers. Not much progress to date.  
Trying to get manufacturers association going.  
Government is looking at possibility of introduction of legislation.
- Poland. Certification Programme.  
1. All Hang Gliders are controlled by NAC.  
2. All Hang Gliders must fulfil technical requirements - being prepared by NAC.  
3. All Hang Gliders must have certificate and instruction book.  
4. All Hang Gliders must be registered in the Aero Club and must show registration number.  
5. All Hang Gliders in use should be verified by Aero Club.  
6. New designs should be approved by Aero Club before use.
- Ireland. BHGMF and HGMA standards only.

V. REVIEW THE STATUS OF MOTOR HANG GLIDING OPERATION IN EACH COUNTRY

A full discussion took place. The Committee concluded that the current state of development of powered hang gliders is such that this Committee could not promote competition in powered hang gliders at this time.

The USHGA had prepared a policy for powered hang gliders. A "Code of Ethics" for motor hang glider manufacturers - dealers, and an "Advisory on Motor Gliders". These are shown in Index 2, 3, 4.

VI. REVIEW THE USE OF SAFETY EQUIPMENT

The use of parachutes was the main item of safety equipment used.

- U.S.A. Reported parachutes becoming popular. Not required in sanctioned competitions. DROGUE chutes are not prohibited in competition.
- IRELAND Not using parachutes yet, but encouraging their use.

.../...

VI. (continued)

POLAND	Not required to have parachutes, but are considering their use. Suggest the real solution of the problem is in improved design of the Hang Glider.
SOUTH AFRICA	No regulations, but the use of parachutes is encouraged. They have a good home manufacturer.
NORWAY	Not required by regulations, but are becoming popular.
U.K.	No regulations. Are becoming popular, particularly for cross country flights. Costs are high.
AUSTRALIA	No regulations, but are becoming popular. Air Navigation Regulations apply to all parachutes.
JAPAN	No regulations. Getting popular.
NETHERLANDS	No regulations. Fly <u>too low</u> .
LUXEMBURG	No regulations. Some parachutes in use.
SWEDEN	No regulations. Getting popular.
GERMANY	From the 1st July, parachutes must by law be used on flights higher than 100 m. Visiting fliers if flying on a recognised site must wear parachutes. Special attention is given to running packing courses. Parachute and pilot attachment system standards are specified.

The U.K. felt that the lack of experienced parachute packers could lead to badly packed parachutes, resulting in accidents. Suggested that certification as a packer was needed.

Australia will send their standards for packing.

VII. EXCHANGE OF VIEWS ON AN INTERNATIONAL HANG GLIDING DIRECTORY, INCLUDING HANG GLIDING HANG GLIDING PUBLICATIONS

A list of names and addresses of delegates was prepared. This to be circulated to all concerned. (Index 5)

VIII. DESIGN PROPOSAL FOR A FAI HANG GLIDING DIPLOMA

It was agreed to use the existing "Diplôme d'Honneur" of the FAI with the new CIVL emblem added.

"The Diploma to be awarded to the individual who is considered to have made the most contribution to the development of Hang Gliding by his initiative, work, leadership or flying achievement."

May be awarded on an annual basis.

Nominations to be received in time for consideration at the CIVL meeting.



IX. EXAMINATION OF AN INTERNATIONAL PILOT PROFICIENCY RATING PROGRAMME

It was proposed that D. Pagen (U.S.A.) would be asked to co-ordinate the different standards and provide CIVL with an International Key - Mr. H. Robb, Vice-President CIVL to approach Dr. Pagen. CIVL President to write.

The holding of the FAI Delta Bronze badge should be considered the minimum qualification for International Competitions.

X. CONSIDERATION OF COMPETITION CLASS SPECIFICATIONS FOR HANG GLIDERS

It was decided that standards should be up-dated. Roy Hill (U.K.) agreed to collect data from each national delegate, and submit a draft for consideration and comment - then to submit a final recommendation.

Australia opposed the continuation of Class I.

XI. REVIEW OF LOCAL REGULATIONS FOR 1979 EVENT

The local regulation will be sent to all NACs. Australia volunteered to send TAHGA revisions to France for their consideration prior to rules being published - this was approved.

XIV. ANY OTHER BUSINESS

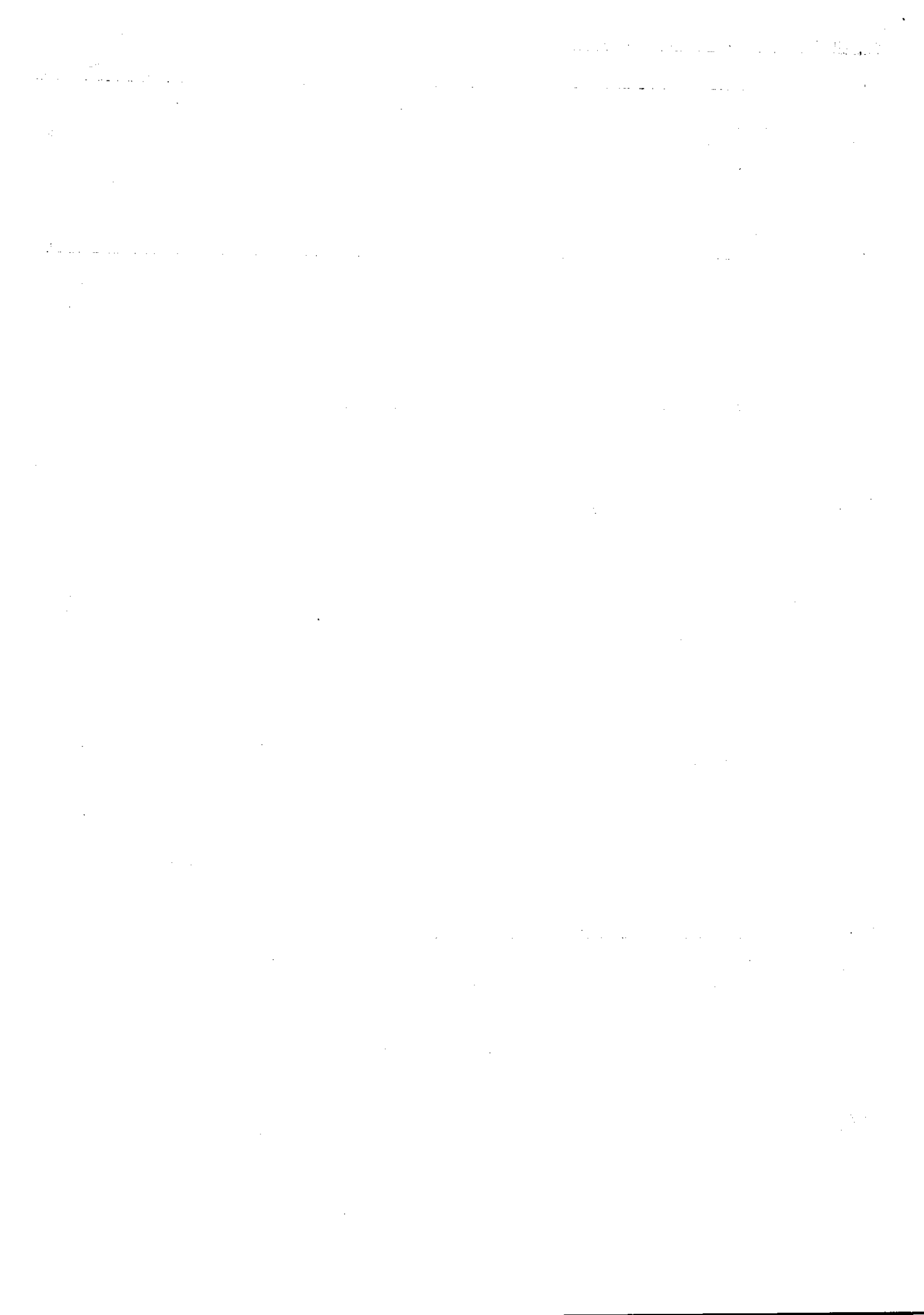
- A. The award of the 1st CIVL Diploma was unanimously recommended to Mr. D. Poynter (U.S.A.). Australia withdrew the nomination of Bill Moyes, advising that it would be made again next year.
- B. Delta Bronze Badges are to be ready from November at a cost of £1.50 per badge in groups of 10., or £1.10 per badge in orders over 50. Badges available from U.K. Procedure. NAC's to apply to BHGA. A pilot applies to his own NAC.  
H. Robb reminded meeting that it had already been agreed to award the Delta Bronze Badge to each contestant listed in the official final results of the 1976 World Championship.
- C. Mr. D. Wood (South Africa) urged that all delegates should press their NAC to speak up for Hang Gliding.
- D. Mr. Kjellerup said that he would issue two progress reports per year, including sub-committee progress reports. But he warned that he would not do sub-committee chairmen's job.
- E. A proposal that all CIVL officials should be hang glider pilots was passed.

XV. DATE AND PLACE OF NEXT MEETING

F.A.I. Paris. 13.00 on Monday 13th August.

Conclude at 16.00 on Wednesday 15th August.

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Listed in order of priority - decided by vote  
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	<u>FUNCTION</u>	<u>SUB - COMMITTEE</u>	<u>RESPONSIBILITY</u>
1.	Manufacturing Standards.	Mr. R. Spooner Dr. J. Wolf	Mr. H. Robb
2.	International Pilot Rating.	Mr. D. Pagen	Mr. H. Robb
3.	Accident Reports.	Mr. V. Sporri Mr. R. Wills	Mr. D. Wood
4.	Information.		Mr. E. Kjellerup
5.	( Statutory Requirements.		Mr. H. Robb
5.	( Towing		
7.	( Flight Schools Training		
7.	( Safety Equipment	Mr. S. Fossum	
9.	Insurance.	Mr. R. Spooner	Mr. D. Wood
10.	Finance.		Mr. D. Wood
10.	Air Space.		
10.	Terms of Reference.		



UNITED STATES HANG GLIDING ASSOCIATION, INC.POLICY FOR POWERED HANG GLIDERS

In a recent reversal of policy, the F.A.A. has decided to eliminate all government regulations of powered hang gliders. This leaves the entire hang gliding community with the tremendous responsibility of setting guidelines to insure the safe operation of foot-launched powered craft. Adding engines to our gliders provides a much greater chance of confronting conventional aircraft in flight. Near misses or accidents involving airplanes and hang gliders will end our free show like the drop of a lead curtain, the F.A.A. is waiting in the wings.

In view of the preceding, and the burgeoning demand for powered instruction, the USHGA offers the following guidelines for schools and pilots in general :

- I. Pilots learning powered flight on their own should :
  - A. Attend an F.A.A. certified ground school.
  - B. Take 2 hours of dual instruction in a conventional aircraft.
  - C. Reach USHGA Hang II Proficiency level in the glider that will be powered.
  - D. Follow IIC through IIK.
- II. Instructors teaching powered flight should :
  - In Mountain regions :
    - A. Give an extensive ground school
    - B. Teach without engine to Hang II level.
    - C. Have pilot run on level ground controlling pitch with engine turned off (a 10 MPH headwind is helpful).
    - D. Teach pilot take-off, level flight and landing with engine attached but turned off.
    - E. Repeat D, with engine at idle.
    - F. Repeat D, with engine at full throttle.
    - G. Follow the Hang Rating "Power" special skill requirements as guidelines for increasing control ability.
  - In flat areas :
    - H. Follow IIA and IIC.
    - I. Teach pilot to run with engine at idle.
    - J. Repeat with engine at 3/4 throttle.
    - K. Repeat with engine at full throttle. Be sure the pilot perfects low level flight and landing before he flies higher.
    - L. Teach the pilot gentle turns and pitch control as you would a student on a non-powered glider.
    - M. Follow IIG.

The USHGA advises all parties to use extreme caution when using an engine on flexible wing hang gliders due to dynamic stability problems. Furthermore, the participant should be suspect of engine reliability, deterioration of the airframe in the presence of vibrations and the dangers of a spinning propeller in the event of a fall on take-off or landing. Contact those persons who sell powered units. Their advice and these guidelines should keep your two-stroke assisted climbs safe and roaring successes.

USHGA POLICY FOR POWERED GLIDERS (9/77)

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13.2.1979



CODE OF ETHICS

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For Motor Hang Glider Manufacturers - Dealers  
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WHEREAS : The F.A.A. has determined that motor hang gliders, shall not be identified as experimental aircraft under the jurisdiction of the F.A.A., but shall instead be subject to the "Self-Regulation Program" of the United-States Hang Gliding Association as a division of the National Aeronautic Association, which is, in turn, a member of the Fédération Aéronautique Internationale, with headquarters in Paris, France.

WITNESSETH : Be it hereby resolved that the Manufacturers-Dealers who subscribe to this Code of Ethics affirm that they will faithfully abide by the following :

1. Hang Glider airframes and lifting surfaces or sails manufactured by, sold by, or recommended by any motor hang glider Manufacturer-Dealer for any type of motor-propelled combination installation for use by the buyer as a normally safe motor hang glider and not as an experimental aircraft only, shall be certified by the Hang Glider Manufacturers' Association.
2. Motor-propeller packages for installation on HGMA-Certified hang glider airframes shall be sold only with a manufacturer recommended maintenance manual.
3. Manufacturers-Dealers will contact USHGA-Certified Instructors nearest the location of each buyer to encourage formal training in the use of the equipment.
4. Motor hang glider Manufacturers-Dealers shall actively participate in a program to upgrade all elements of the manufacturing, maintenance, and flight training development of motor hang gliders in conjunction with HGMA and USHGA.
5. Motor hang glider Manufacturers-Dealers shall recognize that entry requirements in USHGA and F.A.I. - C.I.V.L. Sanctioned Competition Meets are limited to hang gliders certified by a nationally recognized manufacturers' association, and shall so inform all prospective buyers of their products.





USHGA ADVISORY ON MOTORGLIDERS

Prepared by the Safety and Training Committee

We, the Board of Directors of USHGA recognise the appeal and recreational potential of hang gliding with auxiliary power. We give our support to the safe development of motorgliding. However, we are compelled to urge caution to both manufacturers and users of such systems.

The USHGA office has on file a "Code of Ethics" intended to provide guidelines for dealers and manufacturers of motor systems. These guidelines are intended to promote safety. Everyone involved in hang gliding loses if accidents occur. If you are selling motor systems, please write the USHGA office and request a "Code of Ethics" for Motor Hang Glider Manufacturers-Dealers. Then abide by the Code.

Pilots learning to fly with an auxiliary engine must proceed cautiously whether they are experienced or not. You should obtain a copy of USHGA Policy on Powered Hang Gliders from your instructor or the USHGA Office. Remember you are learning to fly an airplane and will have the ability to interfere with controlled aircraft. Learn the FAA laws to avoid certain FAA control in the event of a midair collision.

When you attach an engine to your hang glider, you are adding forces that work in a very complex manner under flight conditions. It is very difficult to determine the degree of stability of your motor-glider during certain flight modes. Manufacturers may or may not have tested your motor-glider system completely. We urge you to exercise great caution when flying under power. Extreme manoeuvres and extreme turbulence should be rigorously avoided.

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AT  
13.2.1979



ADDRESSES OF C.I.V.L. MEMBERS

Roger PULLEM G.P.O. Box 1706 ADELAIDE, S.A. 5001 AUSTRALIA	(08-2274144)	Murray SARGISSON 14 Bean Place Mt. WELLINGTON, Auckland NEW ZEALAND
Sepp HIMBERGER A-6345 KÖSSEN AUSTRIA	(05375-484)	Stein A. FOSSUM (057)42049 Brendøyveien 21 6900 FLORO NORWAY
Willi MÜLLER Hang Gliding Assn. of Canada P.O. Box 4063, PSC CALGARY, Alberta CANADA		Jerzy WOLF Aviation Institute Al. Krakowska 110/114 WARSAW 02-256 POLAND
Juan GARCIA Kalkbränderihavnsgade 22 2100 KÖBENHAVN Ö DENMARK	(00945-183334)	Donald WOOD (672-2785) 19, Ena Street FLORIDA 1710 SOUTH AFRICA
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Marton ODODY 11 Szilagyi E.f. 13-15 1024 BUDAPEST HUNGARY		Harry ROBB (813/726-4042 2909 Gulf to Bay Q203 442-0035) CLEARWATER, Florida 33515 U.S.A.
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