

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

MEETING AT KÖSSEN, AUSTRIA, ON THE 30th JUNE 1st JULY. 1980

In the Chair: Mr. Erwin Kjellerup - President of C.I.V.L.  
Mrs. Ann Welch - Honorary President of C.I.V.L.

Australia	-	Mr. Bill Moyes	-	Observer
Austria	-	Mr. Sepp Himberger	-	Delegate
Bulgaria	-	Mr. Emil Karlev	-	Observer
France	-	Mr. Rene Coulon	-	Delegate
Germany	-	Mr. Raines Kolm	-	Delegate
Hungary	-	Mr. Marton Ordody	-	Delegate
Ireland	-	Mr. Tom Hudson	Vice President + Secretary C.I.V.L.	
Israel	-	Mr. Ziv Brosh	-	Observer
Japan	-	Mr. Asahi Miyahara	-	Delegate
Luxembourg	-	Mr. Jean Willems	-	Delegate
Netherlands	-	Mr. Floor Gremmen	-	Delegate
		Mr. Maarten Brandt	-	Alternate Delegate
Norway	-	Mr. Stein Arne Fossum	Vice President, C.I.V.L.	
		Mr. Werner Johannessen	-	Alternate Delegate
Poland	-	Mr. Jerzy Wolf	-	Delegate
South Africa	-	Mr. Eric Cornhill	-	Delegate
		Mr. Renzo Ceccarelli	-	Observer
Spain	-	Mr. Jose M. Garcia-Planas	Delegate	
		Mr. Angel De Ayala	-	Observer
		Mr. Federico Lorenzo	-	Observer
		Mr. John Morrison	-	Observer
Sweden	-	Mr. Hans Säfwenberg	-	Delegate
Switzerland	-	Mr. Werner Muller	-	Observer
United Kingdom		Mr. Roy Hill	-	Delegate
		Mr. Barry Blore	-	Alternate Delegate
United States		Mr. Dick Heckman	-	Delegate

Apologies from:

Denmark - Mr. Christensen  
F.A.I. - Mr. Bertrand Larcher

29.7.1980

.../...

Roll call of Delegates.

The President stressed the need for NAC's and Hang Gliding Associations to make sure that Delegates are correctly appointed.

I. Approval of Minutes

Subject to correction of error, Page 3, item IV. Mr. Fossum (NL) should read (Norway)

Minutes were approved.

II Selection of an Election Committee

The terms of reference as agreed at Grenoble. The Election Committee to consist of:

Barry Blore	UK	Alt.	Del.
Maarten Brandt	NL	"	"
Werner Johannessen	N	"	"

Approved.

III Review of the European Hang Gliding Championship.

Mr. Sepp Himberger (A) welcomed the CIVL Delegates to Kössen and expressed his pleasure at hosting the Meeting. He said that the championship had been successful in spite of the unfortunate weather.

Mr. S. Fossum (N) said that the best pilots had won the Championship and proposed a vote of thanks for a great Championship

Unanimous

IV Mr. Miyhara of Japan gave a progress report (See Appendix I) followed by discussion on certain points, details below.

The number of Team Members were revised as follows:

Class I Max 4 pilots

Class II Max.2 Pilots

Team Manager 1

Assistant Team  
Manager 1

Total number per team - not more than 10.

Discussion took place on the balance of Class I + II Pilots in International Competitions.

Decision - To follow Japans wish.

Class I 4 pilots  
Class II 2 pilots

Advertising - Allowed. The outer 50% of the right wing to be kept clear for the organisers purposes - Agreed.

.../...

Speed Run.

Anxieties were expressed by the Delegates about the apparent proportion of "Mickey Mouse Tasks" to Flying Tasks.

Mr. Miyahara agreed to give prominence to "Flying Tasks".

Norway - requested that greater attention be given to safer landing techniques.

It was agreed that a Competition Committee be formed to examine all competition rules for this Championship and all future Championships. The proposed Japanese rules to be examined at this Meeting to give Japan time to carry out any changes necessary.

Austria asked if progress had been made in getting concession travel to Japan. Mr. Miyahara explained that they had experienced difficulty in getting such facilities but they were still trying.

It was suggested that the European Countries investigate a Charter flight - Floor Gremmen to take on this task.

V. Future Hang Gliding Championships.

1981	World Hang Gliding Championship	- Japan
1982	European Championships	- Bids from - Austria Germany U.K.
1983	World Hang Gliding Championship	Bids from - Austria Germany U.K.
1984	European Championship	Bids from - Norway

The President reminded the Meeting that Championship Status is subject to CIVL approval.

The following procedure will be adopted in future:

2 years in advance	-	CIVL will accept provisional bids for a Championship
1 year in advance	-	The Regulations will be provided so that they can be passed and approved at the CIVL meeting.

Roy Hill (UK) said that U.K. would like to hold an Open European Championship in 1982 to be based on the proposal as per Appendix II.

Mr. Kolm (Germany) said that Germany would like to hold a Championship in 1982 and could handle up to 150 pilots

The decision for 1982 - U.K. to hold a European Open Championship. Formal detailed regulations will be presented at the CIVL meeting.

VI Examination of CIVL Finances.

The Austrian Aero Club set a standard in the 1980 Euro-World open Championship of paying the expenses of the CIVL President and of the Chairman of the International Jury.

This policy was agreed by CIVL to be adopted for future Championships which are normally followed by CIVL Meetings.

VII Consideration of eventual Licencing Requirements for Hang Gliding Pilots.

The Safe Pro System was approved to be used as a key to enable comparison of National Rating Systems.

This CIVL Pilot standard should be used when deciding Pilot qualification for CIVL sanctioned competitions. Starting with the World Championships in Japan in 1981 and from now on replaces the FAI Bronze Badge requirement.

The President thanked Mr. Fossum for the excellent work that he had done.

CIVL recommends all Countries should adopt this system.

VIII Sub Committee Reports.

- A. Review of Championship Classes - No change
- B. Insurance - Mr. Gremmen (NL) expressed disappointment at the lack of feed back from CIVL Members.

The President requested greater co-operation and urged the Delegates to forward the necessary information.  
(SEE APPENDIX NO. III for SUB COMMITTEE REPORT)

C. Safety and Accidents.

As the matter of safety is of vital interest to all Pilots it is important that all continue to make sure that the sub-committee gets the needed information.  
(SEE APPENDIX NO IV FOR REPORT).

D. TRAINING.

S. Fossum (N) stated that some countries had tried to put the system into operation but had in some cases misunderstood its working.

Luxembourg have tried it and have experienced some accidents.  
South Africa are studying.

Ireland tried it had instructor acceptance problem.  
Spain liked System would like to see it forced onto people.

Most agreed that the 5 stages do exist.

The System requires a lot from instructors. This is needed for safety. (there are no shortcuts)

Some discussion took place on who should tick the student off.  
This should be the instructor.

Mr. Fossum said that revised cards will be produced and sent out.

The President thanked Stein for his work and enthusiasm

E. MANUFACTURING STANDARDS. Dr. J. Wolf(P).

Proposition of Sub-Committee for Manufacturing Standards and Airworthiness.

- (1) Only certified Hang Gliders can enter FAI Competitions.
- (2) Certification must meet minimum standards approved by CIVL Competition Committee. This is to be done before November 1980.
- (3) CIVL Competition Committee has to appoint a person responsible for checking certification documents at entry of FAI competitions.
- (4) CIVL should support the work to be done by the European Airworthiness Committee

F. TOWING.

W. Moyes (Aus) presented the following wording for Towed Launches for record attempts.

Add the following to Section 7, 2.4. and delete Asterisk and foot note.

- 2.4.2. When take off is by towed launch the flight performance (G.S. 2.3.4) is measured from release (G.S. 2.3.3.) The pilot must ensure that the release is clearly indicated on the Barograph trace (4.2.1.) Sec. 7)
- 2.4.2.1. When the launch is by aerotow the release for a distance record attempt must be made behind the departure point (G.S. 2.3.8.3.) and the tow pilot must certify the precise release position.

The following addition should be made to the claim certificate table 5.5. sec. 7.

Type of Tow Launch

Position of Aerotow Release

It was also suggested that there should be agreement to use the ground signals for towing as for gliding.

"Take up slack in cable" - bat swing across knees.

"All out (fast)" bat swing above head.

"Stop"-bat held up stationary.

Pilot gives take up slack and all out signals

Pilot or anyone else can give STOP signal.

G. POWER/MICROLIGHT.

Power. The Sub-Committee chaired by R. Hill U.K.

Recognised the new developments and said that it was possible to distinguish between SoarMaster and Mitchell wing type but not possible to draw exact line.

S.A.

Have already passed Government Regulations limiting weight to 120kg.

Luxembourg.

Wrote to the FAI in Paris. Reply received from Bertrand Larcher suggested powered Hang Glider/Microlights were the responsibility of CIVL

USA.

Most pilots are not previous Hang Glider Pilots

Ann Welch said that the FAI was reluctant to start new Committee at this stage.

USA.

The FAA felt that microlights must be capable of foot launch There were dangers to foot launch. The US were developing Pilot rating schemes but this may be regarded as an interim measure.

Ann Welch felt that motorised hang gliders designed or used for soaring should be looked after by CIVL for the purposes of competitions and records.

The rules to control this aspect are yet to be made.

Ann will present a draft to CIVL President for circulation and consideration at next meeting.

The President expressed his appreciation of the efforts and hard work of all the Sub-Committees.

The following Sub-Committee Chairmen were elected for 1980/81

S. Fossum (N)	-	Pilot Ratings Training
F. Gremmen (NL)	-	Insurance
J. Willems (LUX)	-	Safety & Accidents
B. Blore (UK)	-	Manufacturing Standards
W. Moyes (AUS)	-	Towing
R. Hill (UK)	-	Microlight/Powered Hang Glider.

## IX. Nomination for the Award of the Hang Gliding Diploma for the year 1980.

Two nominations were received

Sepp Humberger  
Erwin Kjellerup

SEE AGENDA

Mr. Erwin Kjellerup successful on a secret ballot.

X. ANY OTHER BUSINESS.

- a. The matter of Austria's bid for the 1983 World Championship was raised by Mr. Himberger again.

The Meeting decided to uphold the decision taken on the new CIVL Policy for Championship bids.

- b. Floor Gremmen felt that insufficient time was given in arriving at Sub-Committee decisions and suggested that 2 meetings a year would be an improvement. The Meeting agreed but felt that time available and expenses would rule this out.
- c. Ann Welch proposed that the President would indicate when he intended sending out his News Letter so that information can be sent to him for inclusion. Reports in by November 1st 1980.

XI Elections.

The Bureau with

Mr. E. Kjellerup	-	President
Mr. T. Hudson	-	Vice President & Secretary
Mr. S. A. Fossum	-	Vice President

Were unanimously reelected.

Mrs. Ann Welch was unanimously re-elected as Chairman of the International Jury.

XII Date and Place of the next CIVL Meeting.

The Secretary was requested to write to FAI Paris to ask for permission to hold the next CIVL Meeting in Japan to coincide with the World Championships to be held there as most of the CIVL Delegates are active pilots who would be representing their Countries there. This would save considerable costs for the NAC's as well as save time for the Delegates. It should be noted that the organisers will host the Meeting without cost to FAI.

Proposed date 24 - 25th July 1981 BEPPU.





APPENDIX I

1. We set up in June 1980 the Official Organising Committee for the 3rd Hang Gliding World Championship in 1981. Consisting of 4 Public Bodies, the City of Beppu, Prefecture of Oita, JAA and JHC for the purpose of running and financing the Championship.

Prior to this we had formed a Technical Committee using the 1980 Beppu Championship Committee.

These Committees are now fully ready for the coming event.

2. With regard to facilities, the main landing field is 90% completed and we are sure it will be ready in time for use as the 1980 Beppu Competition site.
3. It is intended to use type TC-8000 Computers for calculating our results, these have been lent by Nippon Electric Co. Our Programmers have completed software for all our 5 tasks and these will be test run during the 1980 Beppu Competition.

Also NEC has generously lent us 5 Video Camera Units to help supply reliable evidence to the Judges. These Units are now being tested.

4. We would like to hold the World Championships from:  
July 27th - August 8th 1981
5. We would like to grant permission subject to CIVL approval for Advertising to be displayed on Wings. It should be mentioned that ABC (Asahi Broadcasting Co.) who hold the televising rights have given approval.
6. Championship regulations will be those to be used in the 1980 Competition but subject to modification.

COMPETITION CLASSES.

- Class I Weight Shift only. Dragchutes, jettisonable Ballast prohibited
- Class II Only movable control surfaces on surface actuated by the pilot.

Number of Competitors.

- Class I 4 Pilots  
Class II 4 Pilots

- Team Leader 1  
Assistant Team Leaders 1

Start System

Pool Start consisting of 5 pilots

APPENDIX I. continued.

Proposed Tasks.

Five tasks have been proposed, and these will be tested at the 1980 International Hang Gliding Competition in August.

- Task I Cross Country Distance with several landing areas
- Task II Cross Country Distance with minimum time
- Task III Speed Run and Set Figure + Precision landing
- Task IV Set duration + Set course + Precision Landing
- Task V Maximum Duration + Rourate + Precision Landing

Besides these tasks we are considering Open Distance but subject to weather conditions and permission to overfly an Army Exercise area

Pilot Qualification Required.

- A. FAI Bronze Delta Badge
- B. FAI Sporting Licence issued by the NAC concerned
- C. National Licence or equivalent Proficiency Certificate
- D. Passport or evidence of Nationality or Residence.

Entry Fee.

The amount has not been decided yet, but we are hoping it will be about \$200 - \$300.

General Information.

It should be possible to:

- A. Rent-a-Kite From one of 4 Manufacturers or 2 Dealers
- B. Rent-a-Car From Rent-a-Car Service in Beppu
- C. Japan Travel Bureau Inc. have been appointed the Official Agent for the Championships and will handle Hotel Reservations, Travel Enquiries and Travel Bookings.

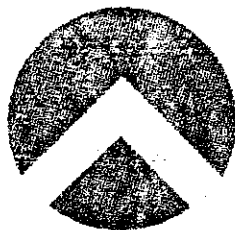
We recommend using JTB

The 1980 International Hang Gliding Competition at Beppu (3rd-13th Aug) is our Trial Run for the 1981 World Championship.

We and our Organisers hope that this 1st International event in the Sport Aviation history in Japan and Asia will be the most fruitful and successful one to date.

We hope to make full use of this years trial run and shall be in a position to send you firm information during the month of September.

# BRITISH HANG GLIDING ASSOCIATION



## APPENDIX II.

your ref

167a Cheddon Road, Taunton, Somerset TA2 7AH

our ref

Telephone (0823) 88140

date

## WORLD HANG GLIDING CHAMPIONSHIPS 1983 G.B.

### Preamble

All previous world championships have been held from mountains more than a thousand feet high. All have involved "finite" tasks, within a defined area, much like a skiing competition. Flying in Britain, particularly competition flying, isn't like that. Our hills are small compared with those of other countries, which has had a profound effect on the way we fly. As a result, we would like CIVL to consider some slightly radical proposals for the 1983 World Championships in Britain.

### Proposals

1. Every task, every day, shall be a cross-country, commonly known as a "go-for-it" XC. No speed, 360s, spot. Just distance.
2. Scoring would be the longest flight, in kilometres, per day. Team scoring would be combined distance of best 3 of a nation's pilots.
3. Each day, a pilot would be directed to a hill, would check through a marshall, and fly as often as he liked, when he liked, even returning after one or more XC flights for another go, subject only to simple safety rules governing the number of pilots in the air on a ridge at any one time.
4. Our initial thoughts are that qualification for the World Championships should be to standards similar to that set for the Olympics, that each competing pilot should have made 3 x 30 kms flights, out of ridge lift, and over more than one valley, in the two years preceeding the competition.
5. We believe the maximum feasible number of pilots we could cope with in such a competition to be 100. We request CIVL - a body representing all the national associations - to direct itself to the problem of eliminations before the main competition, which should take place in the Spring (May or June) of 1983.
6. We are working on an initial proposal that there should be one class only - Open - of competition, given the conditions that prevail in Britain.
7. We would like consideration given to the proposal that - given a minimum size per nation of 3 pilots - each nation should be able to field a team whose size was dependent on that nation's flying strength and skill. The maximum size we envisage, however, would be 8. We ask CIVL to recognise that the USA, for example, has a lot of great XC pilots.

APPENDIX II.

while another nation might have few or none; why should both nations be limited (or entitled) to the same size team?

8. The nature of the competition, and the probable "state of the art", means that every competing pilot must have a barograph.

Proposed By:

B.H.G.A. Competitions Committee, through B.H.G.A. Council, to CIVL.

These are working proposals. If accepted, there will be a great change in World Championship competition flying. Some of our hills are less than 100 metres high, and of a type which can be found in any country except Holland. From hills like these, British pilots have (May 1980) made flights of 40 kms, and not just in isolated cases. By 1983, this will be less than a norm. It is in this direction that we believe ordinary flying to be going, and competition should reflect this.

BRIAN MILTON  
CHAIRMAN  
B.H.G.A. COMPETITIONS COMMITTEE

ROY HILL  
CHAIRMAN  
B.H.G.A.

Minutes C.I.V.L. 30 June/1st July 1980 Meeting

APPENDIX III.

INSURANCE.

STATEMENT OF THE PROGRESS ON INSURANCE MATTERS.

Last year Reggie Spooner was charged with the job of establishing a World Wide Hang Gliding Insurance.

At this Meeting two years ago each Country received a letter, to which a Questionnaire was attached, requesting their Accident and Claims information.

Up till now six Countries have provided the information asked for.

Based on these reports it is possible to establish a Third Party Liability Coverage for a Premium (when all Countries subscribe to it) which should be less than you would pay for with your own Insurance arrangements.

The only way this system works however is when all the distributed file are completely filled in and returned to Reggie Spooner.

So again all participating Countries receive herewith a copy of the file with a strong request to complete and return it to Reggie Spooner or Floor C. G. Gremmen, addresses can be found in CIVL Mailing List.

On the matter of the Personal Accident Coverage, the same information from each Country is necessary to establish a World Wide Personal Accident Coverage.

Premiums will be based on these reports and with co-operation of all CIVL Member Countries a Premium of less than 2.20 U.S. \$ for each 1,000 U.S. \$ can be achieved.

To arrange this it is necessary to have information about existing coverage and the coverage each Country wishes to have.

Again I would like to ask each Country to complete this file and send it before the 1st November, 1980.

FLOOR GREMMEN.

FROM: REGGIE SPOONER, CLIFTON HOUSE, BATH ROAD, COWES, ISLE OF WIGHT  
TO: THE PRESIDENT, COMMISSION INTERNATIONALE DE VOL LIBRE

Dear Mr. President,

HANG GLIDING INSURANCE

I am glad to attach a report on progress on the development of the International Hang Gliding Insurance.

The report I hope is self-explanatory. In amplification I would say only that if we could get returns from three, four, five or six of the major hang gliding countries, then Underwriters would offer an International Scheme. Those major hang gliding countries that have not responded and from whom information would be welcomed are:

America, Australia, France and Germany.

I am sorry not personally to see you at Kossen this year - but for at least one year I have had to give priority to my Business - and shall hope to join with you all again next year.

From my observations, somewhat on the sidelines - hang gliding is a serious, responsible sport that in future years will greatly enrich the lives of us all - not just those who participate, but those who get pleasure in seeing others enjoy themselves - and watching it themselves. From being an unfashionable activity it has developed into something at the very centre of our Social Structure and being the sport closest to Nature of any that we enjoy, provides one of the best opportunities we have ever had for mutual understanding throughout the World.

I shall much look forward to joining you again next year. My best wishes to all my friends.

Yours sincerely

  
R.J.S. Spooner

## HANG GLIDING INSURANCE

### A WORLD-WIDE LIABILITY AND ACCIDENT INSURANCE COVER FOR HANG GLIDER PILOTS

#### INTRODUCTION

In 1978 Reggie Spooner was charged with responsibility for establishing a World-wide Hang Gliding insurance coverage for all members of CIVL (see Appendix 3 to Minutes of CIVL meeting, Grenoble, 13th/14th August, 1979).

Underwriters had already agreed to quote for a block scheme for all Member Countries of CIVL for their Third Party Liability in the sum of £250,000 sterling. Pilots would be covered to fly in any CIVL Member country.

#### ACTION TAKEN

Each Member country of CIVL was circulated with <sup>a</sup> letter requesting that they provide information of their Accident and Claims record so that Underwriters could assess the premiums required for the World-wide scheme.

#### RESULTS OF ACTION TAKEN

Six countries have provided the information asked for, Sweden, Denmark, Luxemburg, Austria, Holland and United Kingdom. This information is briefly digested at Appendix A.

#### QUALITY OF INFORMATION PROVIDED

The information provided has been more than adequate to enable Underwriters to form an opinion, but is too small a sample for them to quote. The information provided by Sweden and Austria is of a very high standard - and is valuable far beyond the requirement of insurance and it is to be hoped that it will be exchanged on an Accident Prevention basis.

#### FURTHER REQUIREMENTS

The scheme could be complete, within three months of the submission of reports from the majority of CIVL Members, provided that those countries with the larger hang gliding populations were among those to respond.

#### PROBABLE COSTS - PUBLIC LIABILITY

It should be possible to achieve a premium of somewhere between £2.00 and £4.00 per member, to provide World-wide Third Party Liability coverage for cover up to £250,000 sterling. Several countries are currently paying somewhere between £1.00 and £2.00 per member for cover within their own country and, for example, the Continent of Europe. If however all countries subscribed, then the International Scheme should come down to the average cost of those Member countries, with their own insurance arrangements.

## PROBABLE COSTS - PERSONAL ACCIDENT

Within the United Kingdom there has been a Personal Accident scheme in being since 1974. That scheme has paid out well over £100,000, in return for premiums paid of £50,000. In short, Underwriters have paid out twice as much as they have received. The rates within the United Kingdom have therefore recently been adjusted, so that, for example, cover for £20,000 in the event of death, loss of eye/limb, or permanent total disablement now costs £100. Cover for a weekly disablement benefit of £60 per week, whilst one is temporarily disabled, e.g. by a broken leg, costs £36. Two years ago cover for £20,000 cost only £20! These rates are mentioned only to give a guide, because in the long run the scheme must support itself even though it be underwritten in the insurance market and any World-wide scheme must have rates similar to that. There is however a major problem to be overcome in that individual countries' laws makes Personal Accident insurance a very difficult scheme to run on an International basis. Having said that a scheme will be devised if the information is provided.

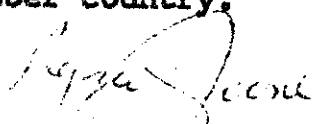
## CONCLUSION

Valuable and complete information has been provided by too few countries to formulate and implement a THIRD PARTY LIABILITY AND PERSONAL ACCIDENT SCHEME. The information provided has been to a very high standard. If six more countries were to provide the information, then a scheme could be put to Member countries within three months. The information provided, apart from meeting the insurance requirements, might well be regarded as extremely valuable to those responsible for Training and Accident Prevention.

## RECOMMENDATIONS

It is recommended that:

- a) Each Member country who has already replied, i.e. Sweden, Denmark, Luxemburg, Austria, Holland and United Kingdom, be asked to provide any additional 1980 information.
- b) Each Member country who has not provided the information, submit a copy of the original return (spare copies for those countries are attached).
- c) Reggie Spooner be instructed to develop an International Third Party Liability Scheme at premiums no greater than those countries are paying at the moment.
- d) Each country copies the information gained to the Training or Accident Prevention Officer in each Member country.

  
R.J.S. Spooner





# KONINKLIJKE NEDERLANDSE VERENIGING VOOR LUCHTVAART

ROYAL NETHERLANDS AERONAUTICAL ASSOCIATION

AANGESLOTEN BIJ DE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

TELEFOON 070-245437  
TELEGRAMADRES: AÉROCLUS  
POSTGIRO 179918

2598 AS 'S-GRAVENHAGE,  
JOZEF ISRAËLSPLEIN 8  
Netherlands

AFDELING: Zeilvliegen/Hanggliding

The Hague, 26 June 1980.

TO ALL

MEMBERS OF C I V L

Last C I V L meeting in Grenoble we decided to check out the possibility of creating a special Fund in behalf of World Personal Accident coverage for hanggliderpilots.

Case-studies on this matter made clear, that creating such a fund would be very expensive.

For instance, the first year an enormous amount of money must be paid by all National Aeroclubs to create a financial reserve, even before the Fund can cover the personal accidents. However within 5 to 10 years a Fund could be less expensive than coverage by most insurance companies.

Conclusion;

There are 2 ways for establishing a World wide Hanggliding insurance:

- 1) With a financial guarantee for the first 2 years, create a Fund for World wide Personal Accident coverage for hanggliderpilots.
- 2) A World wide Personal Accident coverage for hanggliderpilots sheltered at an existing insurance company.

For both possibilities it is necessary to have the following data.

Could you complete this File and send it before the first of October 1980 to:

ROYAL NETHERLANDS AERONAUTICAL ASSOCIATION

t/a Mr. Floor C.G. Gremmen

Jozef Israëlsplein 8

2596 A S The Hague

Netherlands.

C I V I L - I N S U R A N C E Q U E S T I O N N A I R E .

N A M E O F C O U N T R Y ; . . . . .  
N A M E O F H A N G G L I D I N G A S S O C I A T I O N . . . . .  
c o m p l e t e a d r e s s . . . . .

N A M E S O F T H E M E M B E R S O F T H E B O A R D  
p r e s i d e n t . . . . . s e c r e t a r y . . . . .  
o t h e r s . . . . .

N U M B E R O F ( A C T I V E ) M E M B E R S O F A S S O C I A T I O N ( T O D A Y ) . . . . .  
N U M B E R A N D I F P O S S I B L E N A M E S O F F L Y I N G S I T E S ; . . . . .

T O T A L N A T I O N A L H A N G G L I D I N G P O P U L A T I O N . . . . .

D O E S Y O U R A S S O C I A T I O N H A V E T H I R D P A R T Y L I A B I L I T Y C O V E R A G E ? Y E S / N O \*  
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D O E S Y O U R A S S O C I A T I O N H A V E P E R S O N A L A C C I D E N T C O V E R A G E ? Y E S / N O \*  
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a t a p r e m i u m o f . . . . . \$ U S a y e a r , w i t h a s e p a r a t e r i s k o f . . . . . \$ U S .

D O E S Y O U R A S S O C I A T I O N H A V E O T H E R I N S U R A N C E P O S S I B I L I T I E S ? Y E S / N O \*  
p r o p e r t y d a m a g e , t r a n s p o r t a t i o n o f h a n g g l i d e r s , o t h e r s . . . . .  
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W H A T K I N D O F C O V E R A G E W O U L D Y O U R A S S O C I A T I O N L I K E T O H A V E ?  
1) . . . . . f o r . . . . . m e m b e r s . . . . .  
2) . . . . .  
3) . . . . .  
4) . . . . .

N A M E . . . . . D A T E . . . . . 1 9 8 0 .

\* g i v e a m a r k t o t h e p o s s i b i l i t y w h i c h a p p l i e s t o y o u r a s s c .

RESUME OF INFORMATION PROVIDED

HANG GLIDING THIRD PARTY LIABILITY AND PERSONAL ACCIDENT INSURANCE

COUNTRY	ASSOC. N M <sup>1</sup> SHIP	TOTAL H.G. POPULATION	THIRD PARTY Personal	DAMAGE Property	PERSONAL Fatal	ACCIDENT Serious	PERIOD COVERED	REMARKS
Sweden	400	400	NIL	2	3	30	1975/80	The two Property Damage were both high tension lines. A detailed and most valuable report.
Denmark	250	250	NIL	1	1	3	1978/80	Includes Towing and Powered Hang Gliding. Third Party damage was glider to glider.
Luxemburg	16	16	NIL	-	-	-	-	-
Austria	300	1500	2 Serious 2 Slight	3	22	64	1976/80	A detailed, responsible and valuable report. The three Property Damages were : One landed on cars, one glider to glider and one high tension
Holland	120	120	NIL	-	1	-	1974/79	-





INJURIES TO THIRD PARTIES

SERIAL NUMBER	DATE	PILOT'S NAME	MAKE OF GLIDER	INJURY	LENGTH TIME THIRD PARTY UNFIT WORK	CAUSE OF ACCIDENT	CLAIMS PAID/O'STANDII
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PROPERTY DAMAGE

SERIAL NUMBER	DATE	PILOT'S NAME	MAKE OF GLIDER	DESCRIPTION OF DAMAGE CAUSED	AMOUNT CLAIMED	CAUSE OF ACCIDENT	CLAIMS PAID/O'STANDIN
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