FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE
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PARIS, LE September 1, 1981.

TO MEMBERS OF C.I.V.L.

TO NATIONAL AERO CLUBS

Dear Sir,

You are invited to attend the next meeting of the INTERNATIONAL HANG GLIDING COMMITTEE (C.I.V.L.) which will be held in

BEPPU, JAPAN

on the 28th and 29th of September 1981,

at 10.00 hours.

Please find enclosed the Agenda for the Meeting.

Yours sincerely,

Bertrand Larcher

Bertrand LARCHER
Director General

FEDERATION AERONAUTIQUE INTERNATIONALE

INTERNATIONAL HANG GLIDING COMMITTEE (C. I. V. L.)

MEETING TO BE HELD IN BEPPU, JAPAN, ON THE 28th AND 29th OF SEPTEMBER 1981

AT 10.00 HOURS

A G E N D A

I. MINUTES OF LAST MEETING (held in Kössen on 30th June and 1st July 1980). For approval.

II. AGREEMENT OF CURRENT AGENDA

III. SELECTION OF AN ELECTION COMMITTEE

IV. C.I.V.L. PRESIDENT'S REPORT

V. REPORT ON THE PREPARATION OF THE 3rd WORLD HANG GLIDING CHAMPIONSHIP (Beppu, Japan, 1-11 October 1981).

VI. RECOMMENDED MINIMUM STANDARDS FOR HANG GLIDERS AIRWORTHINESS

VII. FUTURE CHAMPIONSHIPS

A) European Championship ; report from the United Kingdom delegation.

B) New bids for World Championships in 1983.

VIII. SUB-COMMITTEE REPORTS :

A) Pilot rating / Training : Mr. S. Fossum.

B) Insurance : Mr. F. Gremmen.

C) Safety/Accidents : Mr. J. Willems.

D) Manufacturing standards : Mr. B. Blore.

E) Towing : Mr. W. Moyes.

F) Microlights : Mr. Hill.

IX. NOMINATION FOR THE AWARD OF THE HANG GLIDING DIPLOMA FOR 1981 : Mr. S. Himberger (see Annex).

X. ANY OTHER BUSINESS

XI. ELECTIONS :

- President
- Vice-Presidents (2)
- Secretary

XII. DATE AND PLACE OF NEXT C.I.V.L. MEETING

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RLH/AV
1.9.1981

FEDERATION AERONAUTIQUE INTERNATIONALE

INTERNATIONAL HANG GLIDING COMMITTEE (C.I.V.L.)

MEETING IN BEPPU, JAPAN, ON 28 SEPTEMBER 1981

M I N U T E S

drawn up by Mrs. Kay Heckman, appointed secretary of the C.I.V.L.

Were present : In the Chair : Mr. Erwin KJELLERUP
President of C.I.V.L. (SWEDEN)

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

AUSTRALIA..... Mr. Bill MOYES, Delegate

AUSTRIA..... Mr. Sepp HIMBERGER, Delegate

F.R. GERMANY..... Mr. Herbert ISER, Delegate

FRANCE..... Mr. Alain BADINO, Delegate

JAPAN..... Mr. Asahi MIYAHARA, Delegate
Mr. Yoshiki OKA, Observer
Mr. Yusuke YAMAZAKI, Observer
Mr. Ikushige ABE, Observer

KOREA (REP. OF)..... Mr. Joo Hyun SOHN, Delegate

NETHERLANDS..... Mr. Maarten BRANDT, Delegate

NORWAY..... Mr. Stein FOSSUM, Vice-President

SPAIN..... Mr. José Maria GARCIA PLANAS, Delegate
Mr. Francisco ARDERIU, Observer

UNITED KINGDOM..... Mr. Noel WHITTALL, Delegate

UNITED STATES OF AMERICA..... Mr. Dick HECKMAN, Delegate
Mr. Keith NICHOLS, Observer
Mrs. Kay HECKMAN, Secretary

APOLOGIES FOR ABSENCE WERE RECEIVED FROM:

F.A.I. : Mr. Bertrand LARCHER
Mr. Tom HUDSON (IRELAND)
Mr. Jean WILLEMS (LUXEMBURG)
Mr. Hans SÄFWENBERG (SWEDEN)
Mr. Roy HILL (UNITED KINGDOM)

KH/ES

13/11/1981

OPENING OF THE MEETING.

The Mayor of Beppu held a short speach where he welcomed all nations and hoped that everybody would enjoy their stay.

I. Roll call of delegates. see list of presents

II. Approval of Minutes.

Minutes of last meeting in Kössen were approved.

III. Agreemnent of the Agenda.

Approved.

IV. Selection of an election committee.

The committee to consist of Herbert Iser, Germany
Maarten Brandt, Netherlands

V. CIVL Presidents report.

The President explained the reasons for delaying the report to FAI General Conference until after this meeting. It was decided that a report should be made and that the CIVL bureau should try to solve the problems mentioned in the report given at this meeting. The delegation gave their full support to the actions taken between the annual committee meetings.

VI. Report on the preparation of the 3rd World Hang Gliding Championships (Beppu, Japan, 1-11 october 1981).

Mr. Asahi Miyahara (Japan) welcomed the CIVL Delegates to Beppu. Mr. Miyahara stated the last hang gliding championship in Beppu Aug 1980 had been suspended due to poor weather conditions. Through this and other championships, Japan had gained experience in organizing hang gliding championships. With good weather and cooperation between countries, Mr. Miyahara hoped to have a successful Championship.

VII. Future Hang Gliding Championships.

The President read a letter from the British Hang Gliding Association withdrawing its decision to host the European Championship in 1982.

France made a bid for the European Championship in 1982 and 1984. France proposed that a world championship for Tandem flights be held in France in 1983 or 1984.

Austria made a bid for the 1983 World Championship.

F.R. Germany made a bid for the 1983 World Championship.

Australia made a bid for the 1983 World Championship.

Norway made a bid for the 1984 European Championship.

Australia proposed a World Towing Championship.

Decisions on future championships.

France will host the 1982 European Championship.

F.R. Germany will host the 1983 World Championship.

Norway will host the 1984 European Championship.

As for the 1982 European Championship, CIVL will receive a final answer from France by 15 December 1981, including proposals for local regulations and dates and locations for the Championships.

As for the bid for World Championships in tandem flight the President referred to General Section 3.2 and 3.3. CIVL decided to support a championship according to these rules.

World Towing Championships.

CIVL supports the proposal for a World Towing Championship. The evolution of safe equipment and training methods for this "sub-class" of hang gliding is very important for the future growth of the sport in the flatland parts of our world.
CIVL decided to ask Mr. Bill Moyes to produce a set of local regulations which could be approved by CIVL at the next meeting.
Mr. Moyes is also requested to make the proposals for the necessary amendments or annexes to section 7, so that they meet the requirements in General Section 2.1, 3.2 and 3.3.

VIII. Nomination for the 4 th CIVL Hang Gliding Diploma.

Sepp Himberger (Austria) was selected by acclamation by CIVL to receive the 4th Hang Gliding Diploma.

IX. Sub committee reports.

A. Pilot ratings and training. The committee chaired by Stein Fossum, Norway. Mr. Fossum presented a final draft of the International Hang Gliding Standards of safety and training. He proposed this system to be accepted as an offer to be used by anybody working for the promotion of higher standards of safety and training in hang gliding.
CIVL accepted this offer with great gratitude and followed his proposal and approved the SAFE PRO system to be the FAI/CIVL RECOMMENDED INTERNATIONAL HANG GLIDING STANDARDS of SAFETY and TRAINING. Will be sent to all.

B. Manufactoring standards. The report was presented by Mr. Noel Whittall UK. CIVL approved the proposal by the Hang Gliding Technical Committee, to accept a recommended minimum manufacturing standard.

C. Towing. Mr. Bill Moyes (Australia) submitted a report recommending that consideration be given to World Championship status in Towing. (see report).

CIVL decided to finally approve last year's proposal for wordings on regulations concerning control and measurement for record attempts made by towed launches. (see section 7 page 6 bottom).

D. Microlight. The report was presented by Mr. Noel Whittall UK. CIVL decided to follow the evolution of microlight and to stay with our previously expressed position with respect to microlights (see report).

X. Any other business.

A. Dick Heckman (US) proposed a change to the documentation of return to departure point on out and return records. It was recommended a photograph of the departure point as well as the turn point be used as documentation. Normal photographic evidence requirements to be followed. Approved.

B. Noel Whittal (UK) proposed that CIVL compose a list of addresses for national hang gliding associations.
It was decided that the secretary will prepare such a list to be included in the next CIVL INFO letter.

XI. Elections.

The election committee proposed the following names:

Erwin Kjellerup	President	reelection
Stein Fossum	Vicepresident	reelection
Asahi Miyahara	Vicepresident	new election

The following nominations were made:

Tom Hudson	Vicepresident	reelection
Maarten Brandt	Secretary	new election

The bureau was elected with acclamation as proposed and nominated.

Dick Heckman was elected chairman of the international Jury by acclamation.(new election).

XII. Date and place of next CIVL meeting.

It was decided that the next CIVL meeting should be held in France to coincide with the next competition which is supposed to be held in France. The CIVL policy for dates and place for committee meetings have been very clearly described in a letter to the former FAI President, in last year's report to the General Conference and in correspondence with the General Director. The policy will remain the same until the basic reasons for it have changed. The exact time and place will be decided by the bureau.

Ekj 1981-10-17

Subcommittee - TOWING
Chairman Bill Moyes

Beppu, September 1981

The past 15 months has seen further development in the class I hang glider.
These developments have made the towing of these machines more difficult, demanding higher skills from pilot and tow crew. Pilot-skills are matching the machines but tow crew skills are not.
Australia had 3 towing fatalites in this period, all tow crew related causes.
The US had 7 towing accidents 5 of which appeared to be tow crew related.
The problem is nearly always the same. The sensitiveness of the late model gliders to roll forces. Our tow system is connected to the controllbar. When the roll force input from the towline excedes the maximum opposite input from the pilot the glider will lock into a bank with the towline force ever increasing.
Instant tow crew reaction is essential at this point. This fails too often either due to lack of recognition of the danger or equipment malfunction.
The future.
Towing of these gliders will need the development of a simple fool proof system that does not demand high skills. Several such systems are beeing developed but need further testing. Australia did not stage a national championship this year due to down turn in membership.
Cypress Gardens ran the last world cup in August, where they gave notice that they will discontinue the event. Their reason was the expense of the meet and failure to attract foreign pilots. However they have ex ressed interest in a bi-annual event if given the status of world championship.
Florida: The geography of this part of the world makes it the natural selection for centering the sport there. a. Florida has thousands of lakes. b. it is a tourist state and is able to finance competitions from tourism. c. 50% of the worlds tow pilots are from Florida or the neighbouring states. d. a concentration of equipment is available there, boats, winches, tow crews etc. e. the climate is suitable for XC flights from a tow launch.
If towing is to survive I believe encouragement should be given to those able and willing to develop the equipment necessary and to promote and organize the competitions.
Air-tow.
The development of microlight has reached the stage where serious consideration can be given to their future as tugs.
Bothe Fledge and Quicksilver have developed suitable tugs. The MX Quick with 3 axis and stronger powered engine appearing to be more favourable.
Towing in this fashion may be possible in future.

Bill Moyes

MICROLIGHT REPORT to CIVL - Beppu, JAPAN. October, 1981
Roy D. Hill, United Kingdom

Firstly may I apologise for not being there in person to present my report. Personal commitments have kept me in the U.K. but I wish you a constructive and successful meeting.

Delegates will remember that, at the last meeting in Kossen, Austria it was agreed that we should continue to maintain an interest in powered hang-gliders. You will also remember that we decided that we should be concerned with power when it is used as an alternative method of launch for a soaring flight.

There has been a great deal of development in the last year and it is important to distinguish between powered hang-gliders and microlight aircraft. Many of you will know that a special commission of the FAI has been established for microlights and we should not attempt to extend our responsibilities to include these aircraft but it is important that we keep close contact and maintain discussions with the CIMA, particularly where there is an overlapping interest.

We have not yet reached a stage where powered hang gliders are being used regularly for soaring flights. The difficulties so far have been caused by the relatively poor sink rates and glide angles of such combinations. I have sent,via Noel Whittal, photographs and a film of a machine, developed by Howard Edwards in the U.K. which is approaching the performance necessary for soaring. The engine is very light and is only 100 c.c. capacity. Thrust is very good, over 100 pounds and'engine off' the sink rate is 200 feet per minute.

The most common powered hang glider is of course, the Trike. There are approximately 350 in the U.K. and are becoming more popular, mainly for local flying. On exceptional days they can be used for soaring but the sink rate is approximately 450 feet per minute and soaring is therefore not a serious consideration.

Licensing, etc.

Various government proposals are being made worldwide.

U.K. - Pilot licensing, aircraft under 70kg exempt from formal certificate of airworthiness, no distinction between microlights and powered hang-gliders.

U.S.A. - Detailed proposals being formulated by the F.A.A. for control.

.R. Germany - initially banned but regulations being formulated.

etherlands - initially banned but regulations being formulated.

Switzerland - banned.

I am sure that delegates can give the current position for their country.

The pattern seems to be for the government ro require pilot licensing with aircraft registration and airworthiness certificates within certain weight limits. There may also be a restriction on airspace in some cases.

There does not appear to be any distinction made between powered hang-gliders and microlights.

In view of the present poor performance of powered hang-gliders, I do not think CIVL should attempt to draft rules and regulations for the recognition of records, championships, etc. at this stage. I do feel however, that every effort should be made to influence governments to allow the maximum freedom from control of such machines.

I also think CIVL should give careful consideration to a definition of a powered hang glider as opposed to a microlight aircraft.

To start discussions I suggest:-

" A powered hang gliders is an aircraft on which the power source can be easily removed without structural modification thus enabling it to be used as a normal free flight hang glider."

(for example - a powered Fledgling is a powered hang-glider but a Pterodactyl is a microlight aircraft).

Best wishes,

Roy D. Hill

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FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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HANG GLIDING DIPLOMA FOR 1981

Mr. Sepp HIMBERGER (AUSTRIA)

He founded the Austrian Kiting Club in 1973 in Kössen where the first pilots were trained. In 1976, when the Austrian Aero Club officially established a Hang Gliding Section, Sepp Himberger was put in charge and was Director of the first World Hang Gliding Championship in Kössen.
As a result of his initiative, international cooperation for securing adequate airspace for Hang Gliding in the Alps has been achieved between the Austrian, German and Swiss Governments.

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1.9.1981