

MEETING OF 23RD AND 24TH AUGUST IN MILLAU (AVEYRON)

SUMMARY OF CONCLUSIONS

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

Subject 1 - Hang Gliding Authorities

It was noted that some countries had two controlling authorities for Hang Gliding and that they were sometimes in conflict with each other to the detriment of the sport as a whole. It was evident that communication between those countries and other countries was difficult and confusing, since rapport and continuity of purpose could not be established.

Subject 2 - Tow Launching

It was generally agreed that Tow Launching could broaden the base of Hang Gliding and promote the sport in those countries that had a shortage of hang gliding sites. It was agreed that Barry Blore should organise a C.I.V.L. supported Tow Meeting-Seminar, in a European country.

II. REPORT ON THE 1982 CHAMPIONSHIPS IN FRANCE

The rules for the 3rd Hang Gliding Open European Championships were approved.

III. REPORT ON THE 4TH WORLD HANG GLIDING CHAMPIONSHIPS

The report and rules were not complete and it was agreed that the C.I.V.L. Bureau would have authority to vet and accept the report and rules 8 months prior to the event taking place.

The dates of the competition : 5 - 19th June 1983.

Venue : Tegelberg Füssen

Team : six pilots plus 1 Manager and 1 Assistant.

Although there will be 2 classes, all six pilots can enter class I.

IV. FUTURE CHAMPIONSHIPS

a) European Championships 1984 - Norway

Teams may be limited to 4 pilots thereby eliminating the necessity of cuts.

Date : Late July 1984

Venue: Vägä (5 hours drive north of Oslo).

b) New bids for World Championships 1985

France was the only bidder, possibly using Millau again.

Bid was accepted. France to submit complete regulations to CIVL.

CIVL agreed in principle to support the case for recognising a Tow Launch World Championship, but it would be January 1984 before full support and recognition from F.A.I. could be obtained.

V. a) SAFE-PRO

The requirement for DELTA BRONZE and entry into international competitions should be replaced by a level of SAFE-PRO. The meeting agreed that the idea required investigation before adoption. Entry into the European Championships in Norway in 1984 will be based on SAFE-PRO standards.

b) TOW LAUNCHING

There was very little to report this year except the new developments taking place in line attachment to the pilot harness and subsequent modifications carried out in France and Australia to improve on the initial advance made in this area.

VI. a) PHOTOGRAPHIC EVIDENCE OF TURNING POINTS

C.I.V.L. recommended to delete : "Or other suitable controlling system" from paragraph 4.2.5. of Section 7 of the Sporting Code.

b) CHAMPIONSHIP CLASSES I & II

A decision has been postponed until next year as to whether to merge the two classes or abandon Class II.

c) SAFETY AND ACCIDENT REPORTS

It was agreed that delegates should bring accident reports with them to next meeting where they can be photocopied and exchanged between Delegates as required.

d) MICROLIGHTS

As F.A.I. were in the process of recognising Microlights as a separate body, it was agreed that as C.I.V.L. had no authority on this issue, discussion on this subject should cease and will no longer be a concern for C.I.V.L.

VII. REVISION OF THE LIST OF WORLD RECORD CATEGORIES IN HANG GLIDING

It was agreed to add : "distance over a triangle" to 2.1. of Section 7 of the Sporting Code and the smallest side of the triangle should not be less than 28% of the whole.

VIII. HANG GLIDING DIPLOMA 1982

It was unanimously agreed that Frances Rogallo (U.S.A.) be awarded the Hang Gliding Diploma for 1982.

IX. a) ELECTIONS OF THE C.I.V.L. BUREAU FOR 1982/1983

President : Erwin KJELLERUP (SWEDEN)
Vice-Presidents : Stein Fossum (1) (NORWAY)
Alain Badino (2) (FRANCE)
Bill Moyes (3) (AUSTRALIA)
Secretary : Barry Blore (U.K.)

b) WORLD CHAMPIONSHIPS 1983

Chairman of the Jury : Richard HECKMAN (U.S.A.)
Chief Judge : Erwin KJELLERUP (SWEDEN)

X. DATE AND PLACE OF NEXT MEETING
20/21 June 1983 - Venue Tegelberg (F.R.G.)



INTERNATIONAL HANG GLIDING COMMITTEE (CIVL)

VENUE: MILLAU FRANCE
 DATE: 23/24 AUGUST 1982
 DELEGATES: ANNEX "A"
 AGENDA ANNEX "B"
 REPORTS:

MINUTES

Recipients of these Minutes are not to assume that they are 100% correct until they can be read in conjunction with those covering the next CIVL Meeting, when any alterations can be made under AGENDA ITEM I.

The Meeting opened at 10.30. A roll call was made to establish delegates with voting rights and observers.

AGENDA ITEMACTION BYI. Minutes of Last Meeting

Minutes of the last Meeting were approved.

II. Agreement of Agenda

The Agenda for this Meeting was agreed although the order was changed because Germany had not yet completed their report on the preparation of the 4th. World Hang Gliding Championships.

III. Selection of an Election Committee

It was decided that the Election Committee should comprise of the Observers present. In the event however this Committee did not perform the task and were not available for comment when the elections were due to take place.

IV. CIVL President's Report

The report was accepted and it was generally agreed that the two subjects highlighted required some action in order to ease the problems and promote progress.

Subject 1 - Hang Gliding Authorities

It was noted that some countries had two controlling authorities for Hang Gliding and that they were sometimes in conflict with each other to the detriment of the sport as a whole. It was evident that communication between those countries and other countries was difficult and confusing since rapport and continuity of purpose could not be established.

Subject 2 - Tow Launching

ACTION BY :

It was generally agreed that Tow Launching could broaden the base of Hang Gliding and promote the sport in those countries that had a shortage of hang gliding sites.

It was agreed that Barry Blore should organise a CIVL supported Tow Meeting - Seminar, in a European Country, for the purpose of exchanging ideas, methods and systems with a view to establishing guidelines and common safety precautions and operating procedures.

Barry
Blore

V Report on the 1982 Championships in France

A Committee was established to discuss this report, the Adendum to the rules and competitions in general.

Adendum

The Committee recommended and CIVL accepted that Rule:-

- 6.2 Cut after 5 Tasks - was agreed
- 6.3 Pilot replacement - delete in toto
- 6.4 Systems - now to read:

The "French Connection", (pitch and/or roll) is authorised in both classes, in class I "Overdrive" mechanisms must be fixed before "Take Off" in such a manner as to be inoperable by the pilot during flight.

The rules for the "3rd. Hang Gliding . Open European Championships" were approved.

Competition Dates

Barry Blore proposed on behalf of G.B. that CIVL take on the role of clearing house for the dates and venues of all International and Top National Hang Gliding events each year. The reason being that many countries were now hosting events and in many cases had conflicting dates.

It was agreed that the Secretary of CIVL should accept this responsibility.

Secretary
CIVL

Competition Classes

After general discussion on Competition Classes it was agreed to hold over any decision on this subject until the next Meeting. There was a feeling amongst the delegates however that Class II was becoming irrelevant.

All

VI Report on the 4th. World Hang Gliding Championships

The report and rules were not complete and it was agreed that CIVL Bureau would have authority to vet and accept or reject the report and rules 8 months prior to the event taking place. Germany agreed to submit the complete report to the Bureau by 1st. October 1982.

A. Tehel
German Aerocl

ACTION BY :

The dates of the Competition 5-19th. June '83.
Venue - TEGELBERG FUSSEN
Team - Six pilots plus 1 Manager 1 Assistant.

It is anticipated that 25 countries will compete.

Entry fees as per standard.

Although there will be 2 Classes all six pilots can enter Class I

Hotel and other accommodation is available in the area.

Finance to run the Championships is secured.

Tasks There will be a minimum of six tasks mainly consisting of XC out and return.

The distance record from the site is stated to be 160 kilometers.

The question as to whether South Africa would be allowed to enter the Competition was raised. Mr. Tehel said the matter was still under discussion. Stein Fossum reminded CIVL that the German Delegate at the last Meeting in Beppu, Japan Mr. H. Iser had given assurance that South Africa would be allowed to compete. That assurance had been taken into consideration when accepting Germany to host the World Championships.

A. Tehel

The question of Airworthiness Certification requirements was also raised. Mr. Tehel said that the normal German Standards would be relaxed. As minimum airworthiness standards were agreed and defined by CIVL for the World Championships in 1981 it may be assumed that these standards will still operate.

A. Tehel

Radios would not be allowed.

ALL

VII Future Championships

a. European Championships 1984 - NORWAY

VAGA

Stein Fossum briefly outlined the plans for the competition and stated that festivities would be given very low priority.

Competition Format - may include the same course each day with closed gates.

Regardless of the number of tasks flown only the best 4-5 would count.

There would only be 1 task per day.

Teams may be limited to 4 pilots thereby eliminating the necessity of cuts.

Date - Late July 1984.

Venue - " " Vaga - 5 hours drive north of Oslo.

A full report will be submitted at the next Meeting.

Stein Fossum

Alain
Badino

Richard
Heckman

All

All

All

b. New Bids for World Championships 1985

France was the only bidder, possibly using MILLAU again. Bid was accepted. France to submit complete regulations to CIVL.

Bill Moyes outlined plans for the 1st. WORLD TOW LAUNCHED Hang Gliding Championships in CYPRUS GARDENS - FLORIDA.

Tow Launch competition had taken place there for at least ten years. The organisers were now seeking FAI recognition for the event before hosting other hang gliding competitions.

CIVL agreed in principle to support the case for recognising a Tow Launch World Championship but it would be January 1984 before full support and recognition from FAI could be obtained. The organisers had hoped for recognition before hosting the next event scheduled for Sept/Oct 1983.

It was agreed therefore for CIVL to support the event as a FIRST CATEGORY competition.

An official letter from USA NAC is required in order to get the event listed in the FAI Sporting Calendar as written in General Section 3.3.

Some delegates showed interest in the event and indicated that they would try to send teams.

VIII Sub Committee Reports and Review of SAFE-PRO

a) SAFE-PRO - Report

Stein Fossum stated that as a result using the SAFE PRO method in NORWAY the % of injuries had decreased and there had been no fatalities since its introduction. It was also stated that as many as 80% of pupils in Norway remained as pupils of the Association and continued their training to become competent pilots.

Schools in Norway are non-commercial and are based within Clubs.

Several new countries entering the sport of hang gliding have adopted the SAFE PRO system in part or as a whole.

Richard Heckman, U.S.A., is attempting to identify the equivalence between the U.S.A. and other countries' pilot rating systems. Richard requested information from all countries that had an established system in order to compare and agree standards between countries.

Martin Ordody - Hungary - suggested that the requirement for DELTA BRONZE and entry into International Competitions should be replaced by a level of SAFE PRO. The Meeting agreed that the idea had merit but required investigation before adoption. Entry into the European Championships in NORWAY 1984 will be based on SAFE PRO standards.

b) TOW LAUNCHING - Report

Bill Moyes stated there was very little to report this year except the new developments taking place in line attachment to the pilot harness and subsequent modifications carried out in France and Australia to improve on the initial advance made in this area. Bill was confident that the modern certified hang glider, especially those with floating cross-boom, were suitable for towing and would promote that part of the sport.

An article by Donnell Hewett, page 26 of July "WHOLE AIR MAGAZINE" gives an accurate presentation of the LOCK OUT problem and his answer to a suggested TOW SYSTEM.

Many delegates agreed that the weak link was a cause of the majority of accidents and should be dispensed with.

Martin Ordody said that Hungary were holding a towing meet during the 1st. week in October. Delegates from other countries were welcome but would require official clearance with the Hungarian Aeroclub by mid September.

All

IX a) PHOTOGRAPHIC EVIDENCE of TURNING POINTS

This issue was raised due to the problems associated with being able to guarantee that photographic evidence was indeed a true record of events. It was agreed therefore that although photographic evidence can be supplied it can only be supportive of barographic evidence which must be supplied for all record claims.

All

AGREED - DELETE "OR OTHER SUITABLE CONTROLLING SYSTEM" from Section 7 SPORTING CODE 4 2.5

b) CHAMPIONSHIP CLASSES I & II

A decision has been postponed until next year as to whether to merge the two classes or abandon CLASS II. There were only 3 entries in CLASS II of the European Championships this year. Bill Moyes was nominated to head a working group and draft a text on the subject, to be sent to all delegates before the next meeting.

Bill Moyes

c) Safety & Accident Reports

Barry Blore questioned the validity of CIVL having any real authority on this subject especially as CIVL have failed in the past to produce anything of benefit from the scant information obtained.

It was agreed therefore that delegates should bring accident reports with them to the next meeting where they can be photocopied and exchanged between delegates as required.

All

d) Microlights

As FAI were in the process of recognising MICROLIGHTS as a separate body it was agreed that as CIVL had no authority on this issue discussion on this subject should cease and will no longer be a concern for CIVL.

All

e) Judges and Juries for International Competitions

Discussion took place on the method of electing judges and juries for International Competitions. It was agreed that no change in the rules was required.

All

X Revision of the List of World Record Categories in Hang Gliding

It was agreed to add "triangle and distance" to 2.1 of Section 7 Sporting Code. It should be noted that "SPEED" was not included, and the smallest side of the triangle should not be less than 28% of the whole.

XI Nomination for the Award - HANG GLIDING DIPLOMA 1982

STEIN FOSSUM or FRANCES ROGALLO

Stein Fossum was unselfishly of the opinion that delegates should vote for Frances Rogallo and advised delegates accordingly.

It was unanimously agreed that Frances Rogallo be awarded the Hang Gliding Diploma for 1982.

Richard Heckman on behalf of the U.S.A. thanked the delegates for their vote.

XII Any Other Business

None

XIII Elections

a) The following delegates were elected for CIVL BUREAU 82/83

PRESIDENT - ERWIN KJELLERUP

VICE PRESIDENTS

- 1. STEIN FOSSUM
- 2. ALAIN BADINO
- 3. BILL MOYES

SECRETARY BARRY BLORE

b) World Championships 1983

i Chairman of the Jury - RICHARD HECKMAN

ii Chief Judge - ERWIN KJELLERUP

XIV Date and Place of NEXT MEETING

Barry Blore requested that once the date was fixed it should not be altered as it caused problems to visiting delegates and cheap flights were difficult to obtain at short notice.

Date of next Meeting. 20/21 JUNE 1983

Venue. TEGELBERG - GERMANY

Barry Blore.