

OSLO, NORWAY

M I N U T E S

(drawn up by Mr. Ulrich KOSMER, Delegate for Australia acting as C.I.V.L. Secretary in the absence of Mr. Barry BLORE (U.K.) and approved by Mr. Erwin KJELLERUP, C.I.V.L. President)

In the Chair : Mr. Erwin KJELLERUP (SWEDEN), President

MEMBERS :

AUSTRALIA	Mr. Ulrich KOSMER, Del & Sec. Mr. Bill MOYES, Vice-President
AUSTRIA	Mr. Sepp HIMBERGER, Del.
BULGARIA	Mr. BOJILOV, Del. Mr. KAVALDJIEV, Alt.
FEDERAL REPUBLIC OF GERMANY	Mr. Peter ROTH, Del. Mr. Anton TEHEL, Observer
FINLAND	Mr. Tenho SALMINEN, acting for Mr. A. ENERVI, Del.
FRANCE	Mr. Alain BADINO, Del. & V-Pt.
GREAT BRITAIN	Mr. Percy MOSS, Del. Mr. Noel WHITTALL, Alt.
HUNGARY	Mr. Marton ORDODY, Del.
IRELAND	Mr. Declan DOYLE, Observer
ITALY	Mr. Carlo MARCHETTI, Del. Mr. Mario PREZIOSO, Obs.
JAPAN	Mr. Yoshiki OKA
MOROCCO	Mr. Ahmed ABOULMACHAIL, Del.
NORWAY	Mr. Stein Arne FOSSUM, Del.
SOUTH AFRICA	Mr. John WILLIAMSON, Del.
SWITZERLAND	Mr. Thomas BOSSHARD, Del.
UNITED STATES OF AMERICA	Mr. Richard HECKMAN, Del. & V-P Mr. Dean TANJI, Observer

ROYAL AERO CLUB OF NORWAY : Mr. Peter L. NISSEN,
President

Mr. Anders HOEGH,
General Secretary

Mrs. Berit ANDERSEN,
Secretary

FEDERATION AERONAUTIQUE : Mr. Bertrand LARCHER
INTERNATIONALE Director General

Miss Annick de ROSBO
Executive Secretary

Apologies received from :

U.S.S.R. (Mr. ELIZAROV) - Proxy to Bulgaria

UNITED KINGDOM (Mr. Barry BLORE)

MEETING OF 6TH/7TH AUGUST 1984, OSLO, NORWAY

M I N U T E S

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(drawn up by Mr. Ulrich KOSMER, Australia, Delegate acting as C.I.V.L. Secretary in the absence of Mr. Barry Blore (U.K.), approved by Mr. Erwin Kjellerup (Sweden), C.I.V.L. President)

I. MINUTES OF THE LAST MEETING HELD IN TEGELBERG (F.R.G.)

Minutes of the last meeting were approved.

II. AGREEMENT OF CURRENT AGENDA

The agenda was approved. Ulrich Kosmer was selected as Secretary of C.I.V.L. to record the minutes of the meeting.

III. SELECTION OF AN ELECTION COMMITTEE

It was agreed that John Williamson and Peter Roth would form the Election Committee.

It was further agreed that sub-Committees would be selected to work out the following proposals :

- Towing rules - to be led by Richard Heckman
- Entry into the Olympic Games - to be led by Bill Moyes
- Hang Gliding records - to be led by Alain Badino.

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

To be completed.

V. REPORT ON THE 1984 EUROPEAN HANG GLIDING CHAMPIONSHIP IN NORWAY

It was stated that various problems were encountered such as lack of cooperation of the local authorities, no road to the take-off area, poor weather and local regulations. The rules were too inflexible eg. relocation of pylons was not allowed.

A suggestion was made by Mr. Humberger that in future, a Delegate from C.I.V.L. be sent to the suggested competition area to establish its suitability. This was supported by P. Roth.

J. Williamson suggested setting up guide lines for competitions. No action was confirmed by the Committee.

In reply, Stein Fossum stated that statistics showed that the competition was a success and the best pilot won. He agreed that problems were encountered, especially with the weather. He also claimed that other factors contributed to the difficulties such as team leaders trying to change the rules even though these were circulated eight months in advance.

VI. REPORT ON THE PREPARATION OF THE WORLD HANG GLIDING CHAMPIONSHIPS IN KOSSEN (AUSTRIA) IN 1985

The second draft report was presented to the meeting together with tourist information of the area.

Sepp Humberger made a verbal presentation of this proposal.

Questions and proposals from C.I.V.L. Delegates :

- . Item 000 A. Badino and P. Moss suggested shortening the training time and a shorter opening ceremony.
Sepp Humberger replied that the time schedule must remain because of arrangements already made. No action from CIVL

- . Item 040 P. Moss and R. Heckman suggested smaller number of participants. C.I.V.L. decided to leave numbers unaltered.
- . Item 043 R. Heckman asked whether support personnel not using official facilities are required to pay the 10000 os entry fee. S. Hemberger replied : no.
- . Item 100 J. Williamson questioned the use of the cross country rating. It was pointed out that from Jan. 1985, the Safepro 5 rating will be used.
On the question of third party liability, Karl Petutschnig assured C.I.V.L. that cover would be provided.
- . Item 225 A. Badino and B. Moyes suggested that team result should be calculated from the first four pilots. C.I.V.L. made a strong recommendation for this to be incorporated.
- . Item 311 A sub-committee was formed to investigate recommended minimum airworthiness certification - led by P. Roth. C.I.V.L. recommended that wording be left unchanged.
- . Item 313 C.I.V.L. recommended to change the wording to :
"Advertising on Hang Gliders is permitted".
- . Item 600 Clarification was requested of the time limit set for protests. C.I.V.L. recommended to change the wording of the first paragraph : "Written protests must be entered by the team leader in English and within one hour of the director's decision, together with the protest fee of os 1,000."
- . Item 700 C.I.V.L. recommended to change the wording to :
"The organisers reserve the right for any alteration in the championship regulations in agreement with all stewards".

SECTION B

- . Item 100 C.I.V.L. recommended to change the wording of the fourth paragraph to :
"After a maximum of six tasks and a minimum of three tasks, but in any case six (6) days before the final championship date,"
- . Item 400 C.I.V.L. recommended that tasks be fixed for every day including the finals.
- . Item 420 C.I.V.L. recommended to delete from the first paragraph the words : " or by the pilot in case of a pylon flight".
- . Item 730 A recommendation was made to equalise the scores daily instead of the total score at cut-off. This recommendation was then negated and a new recommendation was made to leave the method of equalising the scores but divide the score, brought forward for the finals, by two (2).

VII. FUTURE CHAMPIONSHIPSWorld Championships 1987 - Australia

A written bid was received and circulated for consideration from Canada. Australia had advised C.I.V.L. by mail of their intention to bid for the Championships and Ulrich Kosmer presented a verbal outline of their bid to the meeting. Switzerland also presented a verbal bid to the meeting. C.I.V.L. decided by a majority vote that the World Championship in 1987 will be held in Australia.

European Championships 1986 - Hungary

A written and verbal proposal was presented to C.I.V.L. by Martin Ordody (Hungary). Due to the large number of questions, Erwin Kjellerup suggested that alternate proposals, suggestions and questions be presented to Mr. Ordody in writing so that these could be answered with further consideration. C.I.V.L. thanked Mr. Ordody for his presentation.

European Championships 1988 - Italy

Carlo Marchetti presented a brief written and verbal bid for the European Championships 1988. The proposal was for the event to be held in Cortina d'Ampezzo, Italy. The presentation included a verbal outline of the area and its potential for a championship

VIII. SUB-COMMITTEE REPORTS

& IX

a) Records

The following recommendations were made by C.I.V.L. :

in paragraph 2.1. - World and national records, add :

- speed around a 25 km triangular course
- speed around a 50 km triangular course
- speed around a 75 km triangular course
- speed around a 100 km triangular course
- speed around a 150 km triangular course.

in chapter 4, add paragraph 4.2.7. :

- Tow launch starts. The time of start of the barograph and the time of release of the tow line shall be recorded and certified by the official observer. The passing of a start line after release must be documented for all tow launch starts.

Add to paragraph 4.5.:

The camera shall be sealed to the satisfaction of the F.A.I. observer so that it cannot be rewound during the flight.

In chapter 6 alter paragraph 6.2.3. to read :

- Prizes. The F.A.I. shall award an F.A.I. gold medal to each Champion and team, with a silver and bronze medals to the pilots and teams placed second and third in each class. The organisers shall award commemorative medals or badges to all competitors and teams.

In Chapter 2 add to paragraph 2.6.2. :

- Speed : 2%.

PERSONAL ADDRESSES OF THE C.I.V.L. MEMBERS WHO
PARTICIPATED IN THE C.I.V.L. MEETING

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FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

18 MAI 1984



COMMISSION INTERNATIONALE DE VOL LIBRE
THE INTERNATIONAL HANG GLIDING COMMITTEE



Kållerød 19840502

CIVL INFO

Dear friends,

I am very sad that I have to inform you about the very tragic and great loss of our member and friend Mr. Asahi Miyahara, who died in december 1983.

CIVL meeting

I have been waiting for some meaningful information to you all about our activities. You have all received the material about the European Championships in Norway.

I hope that the reports that we requested at the meeting in Germany will be sent directly to FAI PARIS in order to be distributed together with the agenda to the CIVL members.

Section 7

All amendments to section 7 was accepted by CASI and will come into force after the next General Conference, which means that the European Championships must follow the "old" rules. This has been specifically mentioned in a letter from Paris. I have received some comments and questions about interpretation which will be solved at the coming meeting.

The presidents report.

I am enclosing a copy of the report which unfortunately was not presented in Los Angeles due to unhappy circumstances.

Olympic Games.

FAI have requested us to make a decision on the question about having hang gliding as an Olympic game.

Yours sincerely,

Erwin Kjellerup
Erwin Kjellerup



FEDERATION AERONAUTIQUE INTERNATIONALE
76th GENERAL CONFERENCE
IN LOS ANGELES (U.S.A.), 25 - 30 SEPTEMBER 1983

REPORT BY THE C.I.V.L. PRESIDENT

Mr Erwin KJELLERUP

At the annual C.I.V.L. meeting held in Schwangau 2 months ago, this report was presented and accepted by the CIVL delegates. Unfortunately the CIVL Bureau was forced to make some necessary decisions about this year's local regulations for the World Championship without direct agreement from the delegates. I did try to move that the meeting be held before the competition to make it possible for the delegates to take part in the decisions, but unfortunately this was not possible. The decisions were of course based on the previous year's CIVL discussions.

Unfortunately our progress is leading us towards a conflict where our aims to use the right tasks, outrule many of our sites.

The decision to hold this year's World Championship in Tegelberg, Germany, was made in Japan in 1981. National problems in Germany started a rumor that the competition would be unfair, unworthy to world top pilots and possibly badly organized. Various articles in hang gliding magazines did not improve the situation. I do believe that all this affected most people when it came down to the final agreement. Fortunately all worries proved to be unnecessary. The organizers, led by Tony Tehel and Willi Guggenmos, did a very good job and gave us a fair and well organized championship.

The organizer of the next World Championship has announced a much different competition set up. We will pay a lot of attention to this and do our very best to improve ourselves. I wish Austria and Sepp Hemberger good luck !

The CIVL international standards of safety and training have been adopted by some of our members. The system, also called SAFE PRO, contains a pilot-rating system, which will be used when setting the requirements for pilot skill for next year's European Championship in Norway. NACs can probably get a copy of SAFE PRO from the Norwegian Aeroclub.

The CIVL bureau has again been authorized to make the final decision on the local regulations for the European Championship, 1984. This decision will probably be made in October this year.

Through an updating of the F.A.I. Section 7 we hope to be able to have a rulebook that corresponds with the progress of our sport.

I do have a wish for the future and that is to be able to report that there are no more problems between National Aeroclubs and Hang Gliding Associations. A good relation requires a big portion of patience on both sides but maybe most of all we should try to remember that all flying started with something that looked like hang gliding.
