

FAI International Hang Gliding Commission (CIVL)

Annual Meeting, Hotel El Fuerte, Marbella, Spain. March 4—6 1994

Secretary's note: proposers and seconders of non-controversial motions have been omitted in the interests of brevity.

The meeting was opened by the President, Per Christian Dæhlin, at 0940 hrs. Later during the meeting, we were welcomed by Sr José Storch, President of FENDA. From time-to-time we were privileged to have the company of Messrs Max Bishop, Eilif Ness, René de Monchy and Thierry Montigneaux, from FAI.

1 Welcome and roll-call, proxies and apologies for absence

Delegates, Alternates and Observers were welcomed to the meeting and all credentials approved. Twenty votes were verified

Proxies: Liechtenstein, held by Switzerland

Apologies were received from Canada and Macedonia

See attached list (Annex A) for full details of all present.

2 Approval of Agenda

After deciding to include the question of the use of Global Positioning Systems (GPS) within item 22, the agenda was approved unaltered.

3 Appointment of sub-committee chairmen for the meeting

Seven working groups were established. The numbers in brackets refer to the agenda items to be covered by the groups:

Standard Local Regulations (22D): Chairman: Dennis Pagen

Hang gliding competitions (10, 14B): Chairman: Dennis Pagen

Paragliding competitions (13, 14A): John Pendry

Pilot ranking systems (17, 18): Paul Mollison

Sporting Code, Section 7 (20, 21): Ann Welch

Long term plan (19): Sepp Humberger

Paragliding World Cup/CIVL co-operation (7): Per Christian Dæhlin

4 Minutes of 1992 meeting

The minutes of the plenary meeting held in San Francisco, March 19—21 1993 were accepted as a true and honest record. The President commented on the care needed to distinguish between the *acceptance* of a bid and the *approval* of a bid.

5 FAI activity report

The FAI Secretary General, Max Bishop, announced that 9 new member countries had been admitted during 1993. The total is now 95.

The General Conference in Israel had included important decisions on how FAI operates. There will now be an Executive Committee, and General Conference will remain the policy-making body. The Presidents of Commissions Group will now get a formal place in the FAI structure.

A final decision on whether parachuting will be included in the Olympic Games is expected next September. Although not included in the actual Games, several aviation sports (parachuting, hang gliding and gliding) are recognized by the International Olympic Committee. The Olympic 100th anniversary logo will be printed on all FAI stationery etc, for two years, regardless of the success or failure of the parachuting bid.

Mr Bishop confirmed the reports that the World Air Games, scheduled for Greece in 1995, were cancelled. This was due to a change in government in Greece which was followed by withdrawal of financial support. See also item 15 of these minutes.

Positive innovations at FAI are the introduction of computerized administration of record claims and archives, and a world-wide TV contract covering air sports. This will result in features being produced for cable TV. The contract has been devised in such a way that it will not lead to conflicts with organizers' existing TV arrangements.

6 CIVL President's report

President Dæhlin reported a generally good year. The Bureau had been active, with much business conducted by fax, as well as a three-day meeting in Paris during November. Particular attention had been given to developing the CIVL Long Term Plan.

CIVL advisers had assisted with preparations for the Icariada in Greece and it is unfortunate that this work will not now be used. CIVL had arranged for pilots to test the proposed sites and satisfactory reports had been obtained.

The records information service had been improved. A *Rapid Information Service* now ensures that the press and some aero clubs are sent information promptly, direct from Paris.

Papers on jury procedures and scoring systems had been produced by Ann Welch and Paul Mollison respectively, and a standard form of local regulations was being produced. (further reports elsewhere in these minutes).

The IPPI pilot rating card system was now running in 15 countries, with more planning to take it up in the near future.

There was one failure to report: a 1993 version of the Sporting Code, Section 7 has not been published due to a series of communication failures when circulating the changes. The process was halted and a new system introduced for 1994.

7 Reports from Subcommittee Chairmen and Technical Officers

7.1 Europe Airsports Olivier Burghelle and Klaus Tänzler

Europe Airsports includes all the European National Aero clubs. It is working on regulatory matters which are the concern of the Joint Aviation Authority (JAA). This is essentially a group of civil aviation authorities. It deals with regulatory matters, licensing, airworthiness, etc. Olivier Burghelle has taken a seat on the JAA, with the object of maintaining the freedom of hang gliding and paragliding. He stressed the need for Europe Airsports and FAI to work closely together and ensure that there was no conflict of interest.

Klaus Tänzler is Chairman of EA's HG/PG working party. His report is attached to these minutes (Annexes A). He commented that 'green policies' are making problems for us in many countries by alleging damage to habitations, disturbance of nature etc. Such claims were often exaggerated. He had initiated a research program in Germany costing 200,000 Dm which had given very helpful results, but claims by environmentalists in Switzerland had countered this. Overall, such work was still without a sound base, but having the ability to consult specialists was very useful.

From the floor Sepp Himberger observed that we should feature environmental awareness in our pilot training programs.

7.2 Sporting Code Ann Welch

Work from 1993 is being incorporated in the new version of Section 7 of the code. (Annex E). However, as the General Section is being substantially updated at the moment, this would be completed first.

7.3 Scoring Systems John Pendry and Robin Hamilton

Robin Hamilton's report is included with these minutes (Annex B). He concludes that the system developed by Angelo Crapanzano is sufficiently satisfactory to be used for HG competitions until the end of 1995, when it should be reviewed and modified if necessary.

Zlato Vanic and Olivier Burghelle observed that results with the Crapanzano system indicated that it also worked well for PG.

7.3 Badges and Records Stewart Midwinter

Stewart Midwinter's report is included with these minutes (Annex C). Some of the problems highlighted have been overcome during the year, but we must still address the matters of definitions of glider classes and speeding up the time taken over badge claims.

7.4 Paragliding World Cup Zico Franke

A full program, with competition rounds at Kitakyushu, Japan; Zillertal, Austria; Gstaad, Switzerland; Chamonix, France; Avoriaz, France; Digne, France. Twelve tasks had been flown, two fewer than in 1992. Unfortunately the weather at Digne had been uncooperative and no competition flying had been possible at

that venue. Special mention must be made of Avoriaz, where 107 pilots flew averages of 200km, with the best being 350 km. There was no doubt that the best pilots had achieved the results they deserved. Overall winner was Richard Gallon (France), with Hans Bollinger (Switzerland) second and Walter Holtzmuller (Austria) third. Camilla Perner (Austria) had dominated the women's scores, placing sixth overall. Only 16 pilots flew in all the competitions.

The program was financed by 15 major sponsors which each contributed Sfr 1,000 and 78 pilots, each paying 50 Sfr. There had been no severe accidents at any of the events.

There were major changes in the PWC organization for 1994. Eight out of the original ten board members had resigned. After a brief period of management with an interim board, a new board had been elected during the Digne meet in September.

Primary goals for 1994 are to consolidate the organization after the turbulence of 1993 and to concentrate on sport and the interests of the pilots. PWC would be more world-wide in future and: the first 1994 event had just been completed in Brasil, and the next round would be in Japan. PWC had also been invited to Australia and China, as well as several European venues.

PWC had encountered doping control at one of the French events. Thomas Bosshard commented that this had led to severe penalties against one pilot, and that like all other sports, paragliding should learn to accommodate drug testing.

A brief discussion followed:

Sepp Humberger: Recommended that we should get a representative or adviser onto the appropriate national boards and the FAI Medical Committee.

Olivier Burghelle: The original incident was not handled very well because of inexperience by both parties. However, it would happen again and we must all be educated — pilots and organizers alike.

Ann Welch: Drugs will be covered in the next revision of the General Section. Airports are a special case, not least because the use of oxygen is normal practice.

Franke: We must be prepared for testing during the European HG Championships in France this year.

Bosshard: Many national sports federations have rules making drug testing compulsory at sporting events in their countries. Drug testing is expensive: delegates should explain to their national sports councils that doping is not really relevant to HG/PG, so that unnecessary controls are avoided.

7.5 *Paraglider airworthiness*

Klaus Tänzler presented a paper on the results of the DHV's study into the failure of paraglider lines. This should be of interest and concern to all paragliding pilots and Delegates are requested to publicise the need for line care and replacement in their own countries (Annex K).

8. Review of 1993 World Championships

Presidents of the juries reported as follows:

8.1 *Women's Hang Gliding Championships, Nanyo City, Japan* Thomas Bosshard

Very good organization, but unfortunate weather. It had been necessary to use the reserve day to validate the championship. One protest only.

8.2 *Hang Gliding Championships, Owens Valley, USA* Pedro Chapa

A good championship. One protest. One major accident, and three parachute deployments. Thomas Suchanek (Czechoslovakia) became the first man to win two hang gliding world championships. In the end the winner was the one who flew best.

Reports had been received that there were problems with pilots who could not produce FAI sporting licences. Daehlin commented that instructions about registration procedures should be covered in new procedures from FAI. CIVL had received a letter from the USA organizer which stated that no pilot competed without the necessary licence.

8.3 *Paragliding World Championships, Verbier, Switzerland*, Zico Franke

One hundred and seven pilots competed, and there were some remarkable performances from throughout the world. Individual radio communications were banned, and this had proved very successful. It was good for the smaller teams, particularly. The radios provided by the organizers for safety purposes had proved very good. One protest. The right people won: Hans Bollinger became Champion, with Camilla Perner winning the Women's title.

There had been problems with the meet director. This should be discussed within the appropriate Working Group. The following points were proposed:

- There should be an official representative of the relevant National Aero Club at championships.
- Change of meet director before the event should be avoided if at all possible
- Team leaders were very useful and helpful, but they need to be listened to!
- The radio restrictions were very good and this sort of ban should be extended.
- Team scoring systems need reviewing; there were complaints from the teams which were allowed to enter only four pilots.
- We should do more to develop the sport in up-coming countries, for example, by encouraging continental championships outside Europe.
- Championship entry fees should be limited to an amount acceptable to all countries.

After Franke had presented his report, Bosshard (Switzerland) commented:

The Swiss do not accept the report produced after the event (published in Annex 2 of the agenda for this meeting). CIVL should not approve of this type of report.

CIVL President Dæhlin observed that the report was acknowledged but that did not necessarily imply approval. No formal motion was put, so there was no further action.

In response to the last two marked points above, Dennis Pagen's working group made these proposals:

1. *We should write to the relevant NACs as a first step to selling the idea of Continental Championships*
2. *We should consider whether it was possible to waive sanction fees when necessary to encourage promoters in poorer countries.*
3. *We should encourage organizers to provide inducements to bring competitors from countries which are not currently competing.*

These proposals were passed unopposed.

9 Decisions made by CIVL Bureau since last plenary meeting

Distance records claimed by Messrs Matsuo and Minegishi (Japan) which had been disallowed because of technicalities, were to be ratified.

A Championship class for Hang Gliders Class 2 is to be included in the 1994 European Championships, subject to eight entries being received from four countries. This is instead of the proposed guest class. There will be no team award for this class.

Regarding continental championships, it was confirmed that competitors from outside the designated geographical area can compete as guests, but are not eligible for the Championship.

The motion to accept these decisions was passed unopposed

4. Reduction of team size from 6 to 5 for Class 1 of European HG Championships:

Bosshard (Switzerland) requested that the original 6 be reinstated. Burghelle, for the organizers, stated that if the anticipated 37 countries participated there would be over 130 competitors — more than could be accommodated.

The Bureau motion to reduce the team size to 5 was carried by 16 votes to 2

10 Female World and European Championships

José Hayler (Denmark) proposed that separate Women's World Championships (HG) should be discontinued and replaced by female participation in the ordinary Championships, as is the current practice in PG.

This proposal was discussed at length within the Working Group (Annex H). Dennis Pagen, Working Group Chairman, announced that it had been decided that the existing arrangements should continue. This decision of the group was accepted unopposed, so the Danish proposal was defeated.

11 Championship schedules

Dæhlin introduced a brief discussion on whether we should attempt to arrange our Championships to fit in with the potential World Air Games schedule. This question arose due to item 3.5.5 of the General Section of the Sporting Code. The relevant working group examined the suggestion (Annex H). However, it was apparent that our schedules would not consistently coincide, and in any case, world championship standards were not assured at WAGs, so they concluded that we should continue with current schedules.

This was accepted unopposed.

12 Olympic matters

Thomas Bosshard, the CIVL/IOC liaison officer, asked if we wanted to continue with our efforts to get HG/PG included into the Olympic Games. At present it is in the same position as some other air sports, in that it is recognised by the IOC and receives a very small amount of support, but that is all. The parachutists have made a big investment in a bid for inclusion, but there is still no guarantee that they will be successful. Their reliance on powered aircraft may prove to be an obstacle.

We should not underestimate the difficulty of getting in. We must put a lot into promotion. We are invited to the Centennial Olympic Congress, where we will be represented among many other sports in a similar position. Bosshard posed the question: do we go on? Do we continue as at present and hope for a miracle, or do we set up a group and decide on finances to do it properly?

Sepp Himberger: We should push on, even if we never get in, because of the publicity and public relations benefits.

Paul Thomas: Aren't we just going down a blind alley?

Judy Leden: We should press on: I will volunteer to take part in promotion.

The motion was put: *CIVL will promote the idea of Hang Gliding entering the Olympic Games and will set up a sub-committee to promote this.*

Prop: Bosshard, seconded Himberger. Passed unopposed

13 Limits on entry fees for championships

Submissions had been received from Denmark and Belgium that entry fees for championships are too high. This was discussed at length with in the working groups chaired by Dennis Pagen and John Pendry, and the following memorandum was produced:

Organizers should be aware that pilots are concerned about the cost of competitions and would prefer cheaper competitions with fewer 'frills'. While there should be no limit on

entry fees, competition bids should contain a budget approved by the relevant NAC, which outlines projected income and expenditure.

Bids may offer a basic entry fee for the competition, with other services such as accommodation, retrieval and parties itemized separately at additional cost.

(see also Annex H)

This memo was taken as an amended motion replacing both original submissions. Accepted unopposed

Declan Doyle, for the organizers of the 1995 HG championships, offered to send a copy of his budget to the Bureau for information. The offer was gratefully accepted.

14 Future Championships

The following main points were brought from the working group chairmen to the plenary session:

14.1 *European Paragliding Championships, Slovenia*

Teams to be 5 + 2 women (was 6 + 2)

Cut after 4 tasks to 60 + enough lower-placed women, if necessary, to ensure 10 female competitors fly the complete contest

No rest days

Competitors landing to aid another pilot in distress will not be disadvantaged (See item at end of this minute).

To check that the rules are amended according to CIVL decisions at this meeting: Walter Neumark and Urs Haari.

14.2 *World Paragliding Championships, Japan*

Teams to be 5 + 1 and 3 + 1 (was 5 and 3). No seeding system for launch positions. Maximum weight for glider and all flight equipment = 30kg (the object being to keep use of ballast within reasonable limits. Pilots to be weighed in jeans, shirt and socks, or similar).

Jury: Dæhlin (Pres), Franke, Whittall

To check the rules: John Pendry and Zico Franke

14.3 & 14.4 *World Hang Gliding Championships, Spain and European Paragliding Championships, Norway*

Detail revisions of local regulations required, but no controversial points.

Jury for Spain: Welch (Pres), Strand, Rodzewicz

Jury for Norway to be appointed later in consultation with Bureau.

All the above changes were accepted unopposed.

To check the amended rules for both Ager, Spain and Vågå, Norway: Dennis Pagen and Jim Bowyer

14.5 *All paragliding events*

Arising from discussions of the Slovenian regulations, the following motion was proposed by the Working Group:

A competitor landing to aid an injured fellow competitor will be granted a compensation in points, depending on the decision of the Competition Director, who will attempt to ensure that the competitor is not disadvantaged by his/her actions.

Accepted: 17 for, 2 against

14.6 *Team sizes*

A motion generated by the Local Regulations Working Group:

From 1 Jan 1996 team sizes in all Category 1 events shall be the same where team awards are to be given.

Carried: 14 for; 6 against

14.7 *Use of radio in competition*

John Pendry's working group considered the reports that restriction of the use of radios had been satisfactory in recent events. CIVL were recommended to:

1. Consider the use of radio differently for HG and PG respectively.
2. Adopt a CIVL policy to settle our overall philosophy on the use of radio in competition.

15 World Air Games

As the Icariada event in Greece was cancelled, no specific discussion took place.

16 Presentation and awarding of bids for future championships

16.1 *Hungary, European HG Championships Class 1. 7—18 Aug 1996*

Làzld Kerkes presented the bid. Aerotow launching, with 20 tugs being available, is proposed from a site near the middle of Hungary. Draft local regulations were circulated. Maximum 150 pilots. Flatland soaring tasks. Good distances possible since the relaxation of airspace restrictions in Hungary.

The bid was accepted and the championship awarded to Hungary.

16.2 *Australia, 1996 Women's World HG Championships Class 1. Jan 2—Feb 5 1996*

Paul Mollison presented the bid. Competition would be centred on Bright in the Victorian Alps, site of the 1988 World Championships.

The bid was accepted and the event awarded to Australia.

16.3 Norway, European PG Championships. May 24—June 8 1996

Ingrid Anita Strand presented the bid supported by draft local regulations.

Some work is needed to make certain launch areas suitable for paragliders.

Norway was provisionally awarded the championship, subject to Bureau being satisfied that the launch area at Vole has received the improvements necessary for a European Paragliding Championship.

16.4 Australia, World HG Championships Class 1, for 1997 (to be held in Jan 1998)

Paul Mollison confirmed earlier notice of interest in running the championship as a tow-launched competition based on Forbes. An information paper was circulated.

16.5 Macedonia, European HG Championships 1998

A declaration of interest was noted.

17 & 18 International pilot ranking system

CIVL had received a letter from Mark Chick (GB) (agenda annex 10) proposing that the existing PIRS ranking system operated by André Milewski should be used as a basis for entry into Championship events for a certain number of pilots, regardless of any other considerations. This is to overcome the problems of pilots who are flying in international events when they need to compete in domestic ones if they are to qualify for their own national teams.

The working group chaired by Paul Mollison recognized the problems of limited entries, but could not support the adoption of Mark Chic's proposals at this time. The proposal was put as a motion and defeated by 17 votes to nil.

The working group stated that there was demand for a comprehensive system. It should be a rolling system, updated monthly at least — preferably after each ranking competition. More information was needed about the existing PIRS system. The scope of any system would have to be carefully regulated, both concerning the competitions which were to be scored and the number of competitors. The group observed that there would be substantial expenses in operating the system correctly.

Motion: That a Ranking Systems working group be set up.

Accepted unopposed.

19 Long Term Plan

Working group chairman Sepp Himberger stated that the draft plan devised by the President and developed by Bureau was good. Only relatively small changes were proposed (Annex J).

The motion to accept the paper was accepted unopposed

20 National and regional records

CIVL had received several proposals from Belgium concerning protocol for establishing records (see Agenda, annex 12). This was quite a long paper and it appears that several of the points are already addressed in the General Section of the Sporting Code and elsewhere. Max Bishop, in co-operation with Jean Solon, will circulate a clarification of the FAI's situation in due course..

After discussion, no motion was put.

21 International jury procedures and steward responsibilities

Ann Welch's paper on jury procedures was included with the agenda of the meeting (annex 13). Paul Mollison presented his paper on steward responsibilities to the meeting (Annex D).

Both these documents were well received and are certain to prove very useful. The meeting approved them for circulation in *CIVL Info* with a note that they are advisory only.

22 Sporting Code, Section 7

22.1 Alterations, changes and additions. Ann Welch

Ann Welch explained the committee's work and the background to the changes. She presented a paper detailing them (Annex F).

The meeting voted to accept the Committee's work, unopposed, with the exception of the items dealing with class definitions. (see below).

22.2 Definitions of hang glider classes. Dennis Pagen

Dennis Pagen reported developments in the field of ultra-light sailplanes. Some of these were possibly capable of being foot-launched, and so may qualify as HG, Class 2, although in the USA a separate association was being formed for them. They would out perform designs such as the Swift. Should we be prepared to accept them?

A second area of concern was gliders which were basically Class 1, but had minimal modifications to bring them into Class 2 (see also item 22.7 below).

Welch proposed revised definitions for Classes 1 and 2 which should overcome the second problem. She stressed that these are interim definitions and the subject should remain under review as design evolves:

Class 1: Hang gliders having a rigid primary structure with pilot weightshift as the primary method of control.

Class 2: Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control in at least two axes.

It should be noted that if a glider is excluded by definition from one class, it will not automatically qualify for the other.

These definitions were accepted unopposed.

22.3 *Observers and Observer's duties*

See annex 14 of minutes.

22.4 *Qualification criteria for Meet Directors* Ann Welch

Ann Welch presented a useful set of guidelines for Championship Meet Directors (Annex G).

22.5 *Standard Local Regulations for all CIVL Championships* Ann Welch

A complete draft of the proposed Standard Local Regulations (SLRs) appeared in annex 14 of the agenda. These comply with all relevant parts of the Sporting Code and will save much time for organizers and CIVL workers alike. The SLRs will be required from 1.1.1995. Potential organizers are reminded that all future bids should include draft regulations in the SLR form.

The draft was accepted by 15 votes to 1.

22.6 *Date for approval of Section 7 changes* Ann Welch

All delegates were provided with copies of the approved changes from the San Francisco meeting (1993, Annex E) and this meeting (Annex F). All changes will become effective on 1.5.1994.

This process and date was accepted unopposed. The FAI Secretariat will include the changes and circulate the new Sporting Code Section 7 in April.

22.7 *Class 2 record claim by Woodruff (USA)* Dennis Pagen

This item concerns a claim for a Class 2 record for which a Class 1 glider seemed to have been used. FAI referred it back to CIVL Bureau for scrutiny. It was considered by the Section 7 Working Group which reported as follows:

- The claim was difficult to determine
- There was no doubt that the original photographs did not satisfactorily reveal the nature of the attachments which distinguish the glider as a Class 2 aircraft
- Supplementary evidence has since been provided
- On the basis that there is no clear evidence that the glider was not Class 2, CIVL will recommend to FAI that the claim be ratified.

Claimants flying aircraft which may be difficult to categorize should be aware of the need for clear supporting photographic evidence in future. The new class definitions should also make similar problems easier to resolve.

23 Operational procedures for the IPPI card

Thomas Bosshard was concerned that countries were keeping records correctly and asked for clarification. President Dæhlin confirmed that a central register in each issuing country was required.

Sepp Himberger reported success with sales in Austria. The cards had assisted pilots wishing to fly in Italy, and helped to develop better relationships with that country.

Joe Hayler stated that Danish pilots were unhappy because of Germany's refusal to acknowledge the cards.

Dæhlin repeated that records must be kept and that there was no restriction concerning pilots to which an NAC could issue IPPI cards.

The discussion closed, to be resumed later when the item was re-opened under *other business* at the request of Klaus Tänzler.

Motion: The agenda item concerning of the IPPI cards be re-opened. Passed 16 to 2

Discussion. Tänzler stated that Germany is reluctant to recognize the cards without being able to control the issue of the IPPI cards to pilots holding a German licence.

Motion: *The IPPI card should be issued by the country that issued the pilot's rating. Records should be kept.*

The motion was passed, 16 to 3

24 World-wide third-party liability insurance

Noel Whittall reported that he had made preliminary enquiries about the possibility of obtaining third party cover to be made available through CIVL. There are many obstacles, and although such cover is theoretically possible, the practical difficulties of obtaining it are such that he does not propose to pursue the matter further at present.

24.1 Other insurance matters

Zico Franke asked if CIVL members/officers were covered for liability by FAI while on official duty. René de Monchy replied that we were not covered at present, but that it was being investigated at present

Declan Doyle (Ager organizer) stated that the insurance for his competitions covers anyone considered to be working for the event.

It was suggested that entry forms should include a waiver clause covering the NAC, CIVL and FAI. The general opinion was that this should be done.

Jean Solon pointed out that in many countries such waivers are not effective because they do not supercede individual rights.

The President proposed that *Bureau should look into the matter of waivers on entry forms for Category 1 events.*

This was seconded by Dennis Pagen, and all were in favor.

25 Meetings and the decision-making process within CIVL

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27 Funding of CIVL

Jean Solon (Belgium) presented a substantial paper (see agenda annex 16) which proposes radical changes to the processes of CIVL. After an introduction two proposals were made:

- 1 To demand appropriate funding of CIVL/FAI with the shortest delay possible
- 2 To study the creation of a world free-flight federation

The second proposal was ruled inadmissible by the President, after Eilif Ness pointed out that such a project would be in contravention of FAI Statutes.

Dennis Pagen saw merit in Proposal 1, but was critical of the wording and presentation. He proposed the amendment:

CIVL explore, in conjunction with FAI, ways to promote the funding of the Commission.

Seconded: Paul Thomas. Carried, 12 for, 0 against.

Solon's submission concerning operational procedures was rejected for immediate action, but will be considered when the Internal Regulations are next reviewed.

26 CIVL — PWC relationship

Per Christian Dæhlin reported on the discussions of his working group. There was no doubt about the desire of CIVL to contribute to the continued success of PWC. The following compound proposal was made:

1. *There should be continued co-operation*
2. *CIVL wishes to appoint a liaison officer to work with PWC. This officer should not be a member of PWC board.*
3. Suggest that PWC explore the possibility of becoming an Affiliate Member of FAI, following up a suggestion from the FAI Secretary General.

Thomas Bosshard questioned whether part 3 was appropriate. Sepp Himberger proposed an amendment to delete this.

The amended proposal was accepted unopposed.

28 & 29 Accounts and balance for 1993. Budget 1994, 1995

Annex 17 to the Agenda refers.

Per Christian Dæhlin introduced the accounts. Noel Whittall explained the overspend on the item concerning the medals. Sepp Himberger expressed concern that some countries paid up their sanction fees well, while others did not. Urged Bureau to pursue those who do not pay.

Declan Doyle asked if there were any outstanding liabilities not shown, and was assured that there were not.

Thomas Bosshard proposed acceptance. Himberger seconded. The accounts and the 1994 budget were accepted unopposed.

Bosshard questioned the administration expenses for 1995. Dæhlin explained that the figure included the costs of running a public relations program. Joe Hayler was concerned that *CIVL Info* was in competition with commercial magazines. Dæhlin explained that this was not the object at all — it was a way of getting lots of information into the magazines.

The budget was accepted unopposed, with the proviso that a breakdown of the administration expenses (lines 24/25 of annex 17) should be provided with the minutes.

30 Future sporting events

Dennis Pagen announced a Class 1 Competition to be run at Albuquerque, New Mexico, starting June 1 1994. Contact USHGA.

Jim Bowyer announced that the Solar Wings British League Final, Piedrahita, Spain, August 21—28, would be a Category 2 event. Contact J Bowyer at the address shown on the attendance list.

31 Nominations for CIVL awards

No nominations were received for 1993. Delegates are reminded to consider nominations for the FAI Hang Gliding Diploma and the Pepê Lopes Medal in good time for next year's meeting.

32 Election of CIVL Bureau

As there were sufficient nominees prepared to stand only to fill the designated posts, the following officers of CIVL were elected by acclamation:

President: Per Christian Dæhlin (Norway)

Vice Presidents: Dennis Pagen (USA), Paul Mollison (Australia), Paul Thomas (South Africa)

Secretary: Noel Whittall (UK)

Treasurer: Jim Bowyer (GB)

The President thanked the retiring Vice President, John Pendry, for his work and valuable input during his years of office.

33 Date and venue of next meeting

A formal invitation was received from Ager, Spain, as an alternative to Paris. There was also the opportunity to go to Reno, USA.

After voting with a majority of greater than two-thirds not to go to Paris, the meeting decided on Ager, by 16 votes to 0.

Dates: March 31 — April 2 1995

34 Other business

Dennis Pagen requested confirmation of the new proposals for definitions of Class 1 and 2. It was confirmed that the definitions given in minute 22.2 will become effective with the implementation of the current revision of Section 7 (May 1 1994).

GPS

Pagen also introduced a letter from Thomas Suchanek concerning the use of GPS systems in competition (they are not permitted in Category 1 events at present). GPS had been discussed by the Hang Gliding Working Group as part of item 22, but no conclusions had emerged.

Paul Mollison said that we must decide whether navigation is one of the skills we wished to test.

The present ruling will continue, but the matter will be kept under constant review. It will be considered at the next plenary meeting.

Close of meeting

Sunday 6 March, 1220 hrs

The President thanked all present and our hosts, the Royal Spanish Aero Club, for their parts in allowing us to have a very useful and busy meeting.

These minutes recorded by Noel Whittall, Secretary, and approved by Per Christian Dæhlin, President

List of attendance

Australia: Paul Mollison *Delegate and Vice President*

Austria: Sepp Himberger *Delegate*, Sigi Joast *Alternate*

Belgium: Jean Solon *Delegate*

Denmark: José Hayler *Delegate*, Morten Schubert *Alternate*

FAI: Max Bishop; René de Monchy; Thierry Montigneux; Eilif Ness;

Finland: Riikka Vilkuna *Delegate*

France: Olivier Burghelle *Delegate*

Germany: Klaus Tänzler *Delegate*; Reinhard (Zico) Franke *Alternate*

Hungary: Lázló Kerekes *Delegate*

Ireland: Declan Doyle *Delegate*

Japan: Yoshiki Oka *Delegate*

Norway: Per-Christian Dæhlin *President*; Ingrid Anita Strand *Alternate*

Poland: Miroslav Rodzewicz *Delegate*

Slovenia: Aleksander Cicerov *Delegate*; Zlato Vanic *Alternate*

South Africa: Paul Thomas *Delegate*

Spain: Pedro Chapa *Delegate*

Sweden: Per Jutemar *Delegate*

Switzerland: Thomas Bosshard *Delegate & President d'honneur*; Urs Haari *Alternate*

United Kingdom: John Pendry *Delegate and Vice President*; Jim Bowyer *Alternate*; Judy Leden *Observer*; Walter Neumark *Observer*; Ann Welch *Presidente d'honneur*; Noel Whittall *Secretary*

USA: Dennis Pagen *Delegate and Vice President*



(A)

Hang Gliding and Paragliding Progress Report
February 1994

In the last Progress Report made in January 1993 it was questioned whether JAA would want to deal with regulations for Hang Gliding and Paragliding. Mr. Garbers, chairman of JAA FCL working group has now confirmed to me directly that JAA has no intention of looking into regulatory matters concerning our sport. Therefore the existing national regulations will remain for the foreseeable future. In the meantime our draft proposal may be useful for any countries wishing to develop or modify regulations. A copy of our latest draft is enclosed. It takes into account all suggestions and comments received to date.

During 1993 I have been involved in specific bilateral problems between Austria, Germany, France, Italy and Switzerland. All of these have involved conflicts between the countries national regulations. I have also been approached by countries from eastern Europe who wish to develop regulations. They have been provided with our draft proposal and other relevant information.

Environmentalists continue to cause problems for the Hang Gliding and Paragliding sport in several countries. I have collected documents which prove that Hang Gliding and Paragliding has no significant bad effect on the wildlife and the environment. We have already had success in changing a negative view of Hang Gliding and Paragliding within the Alpine Convention, a legal agreement between the Alpine States.

I am pleased to be kept fully informed of all matters relating to Europe Airsports both through the heavy volume of mail and by attending the Europe Airsports meetings. This provides an early warning of matters which can affect the Hang Gliding and Paragliding sport. Until now nothing relevant has been received. When somethin relevant is received I will distribute it to all representatives of the national Hang Gliding and Paragliding Associations of Europe.

Of particular interest at the moment is to arrange that all European countries are fully aware of each others present regulations, particularly where instructors from one country wish to practice in another country. I have been approached by countries wishing to recognise foreign instructors licences. This exercise is still to be completed.

In 1993 we have continued to operate successfully as the umbrella organisation for the european Hang Gliding and Paragliding Associations dealing with regulatory matters. We are still in a phase where working by fax and phone is sufficient.

Klaus Tänzler
Coordinator for Hang Gliding and Paragliding

Fourth Draft Proposal
European Regulation for Hang Gliding and Paragliding

1. Glider type airworthiness certification is required by the national association.
2. Individual gliders must display type certification number.
3. Individual gliders need not be registered and a registration number on the wings is not required.
4. The use of take off and landing sites requires the acceptance of the landowner where necessary but not the permission of the governmental bodies. Winch towing sites require the permission of the national association. To land elsewhere during a cross country flight is allowed.
5. National Pilot Licences are required, they are issued by the national associations. The licences need no renewal. Training flights are only permitted under the control of a licensed instructor.
6. A special medical certificate is not required. The medical self declaration "I am fit" is sufficient.
7. Flights outside the home country are permitted by the guest country under the requirements of the home country for flight equipment and licence.
8. National Instructor licences are required for instructors. These licences are issued by the national association and are subject to renewal.
9. Instructors working outside their home country need the agreement of the host country.
10. Each training school must be registered with and controlled by the national association.
11. Each training school working outside its home country needs also to be registered with the national association of the host country.
12. Airspace access is the same as that given to gliders (Sailplanes).
13. Cross-border flights within the EU-Countries do not need permission and customs requirements.

A

Society for the Biology of the Wild,
Munich, e.V.

Hanggliding, Paragliding, and Wild Animals

Statement for the Annual CIPRA Conference in Briançon, France,
September 30 to October 2, 1993. Framework Topic: Sports Activities in the Alps

Since 1992, the Society for the Biology of the Wild, Munich (WGM), in collaboration with the German Hangglider Association (DHV), has been investigating the effect of hanggliding and paragliding on wild animals. A broadly conceived questionnaire and field studies in the Oberallgäu (Western Bavarian Alps), which were begun in parallel to this, at this point suggest the following conclusions:

Larger mammals and birds, which are the center of interest, do indeed continue to react with flight; however, their space-time diurnal and annual rhythm is affected very much less than the recorded avoidance and flight reactions would suggest. According to our observations, wild animals react sensitively only in very open slopes of such mountain ranges over which hanggliders or paragliders rarely fly. We have no doubt that the properties of the terrain (terrain structure, availability of cover), other forms of recreational and leisure-time activity (e.g. hiking), and the type and intensity of hunting have at least as decisive an effect as airports in areas where that type of aviation occurs. Hanggliders and paragliders in fact are not such conspicuous users of the terrain as the impression derived from a superficial consideration would suggest. The difficulties of transporting the flying equipment already limits three-quarters of flight activity to the close vicinity of lift-supported mountains and even here - because of the weather - flying is limited to no more than about 200 days per year. Long-distance flight, the other extreme, generally requires such a good knowledge of the terrain, such good weather and wind conditions, and such aviational skill, that it is possible at all only on a few days during the year.

A hasty and undifferentiated interpretation of observed data does not help the discussion with hangglider and paraglider fliers. Hikers, mountain bikers, or skiers cause much more interference in many areas. Conflict resolutions which address only hanggliding or paragliding consequently do not serve the purpose.

Dr. Bertram Georgil
Mag. Albin Zeitler

3

Report to CIVL from the Scoring System Working Group

Robin Hamilton (Chairman)

27/2/94

Introduction

In 1993 CIVL established a working group to address the subject of scoring systems for hang gliding competitions. The purpose of this document is to briefly outline the key issues, summarise the efforts of the group to date and to offer some recommendations for the future.

The Issues

- Historically, scoring systems for hang gliding competitions have been variably designed, mostly reflecting the views of the national or local competition organisers. Whereas this situation has been largely successful, there have been important exceptions where inappropriate or inadequate systems have been imposed. The use of a 'bad' system has often been narrowly avoided by re-writing it literally the night before the start of the competition (e.g. Norway Euro Champs, '92). It had often been suggested that this could be avoided by the adoption of a common international system for competitions.
- A second issue has been whether or not the apparent proliferation and non-standard nature of scoring systems actually detracts from the credibility of the sport. Golfers, footballers, rugby or tennis players do not expect to find a different scoring system at each competition despite differences in venue and conditions. This question becomes more pertinent when one considers that our current world ranking scheme is based on results from competitions that are all scored differently.

First Working Group Meeting

A meeting of representatives from Italy, Spain, France, Germany, Switzerland, Austria and Britain was convened in Paris, in the Autumn of '92 with the objective of discussing the need and feasibility of adopting a common international scoring system for Hang Gliding Competitions. The meeting concluded that a common scoring system would be advantageous to all and was certainly possible to implement.

At that meeting Angelo Crapanzano presented his scoring system as a possible basis for a common scheme. The system, which has been publicised in magazines and by Angelo himself, is very similar to many other contemporary systems. It differs mainly in having smooth progressive points distribution (i.e. few steps), its task validation factors and the novel late take-off penalty. The AC system was reviewed by the panel as a possible common system and several minor alterations were suggested. The meeting then concluded that although desirable, more experience in running the AC system for their national competitions would be needed before it could be approved as an international solution.

Follow-up

One year later, members from the original meeting were invited to report on their experiences with the AC system. Most feedback received was positive with minor criticism. The system was tested over a range of flying conditions from typical British to good continental European.

Discussion

The AC system has proven sufficiently flexible to cope with a variety of conditions and sites and has been welcomed by the majority of pilots. Indeed, the system has now been chosen as a standard for several European countries. In the absence of any other proposals it is recommended that it should now be considered as the preferred option for a common system.

Having achieved some consensus within the European country grouping on the introduction of a common system, it is worthwhile considering how this can be best progressed towards international implementation. If the AC system were accepted as just another possible scoring system in section 7, then we may end up no further towards a common system as organisers would be under no hard obligation to use it. Meanwhile the adoption of the AC system as the standard system for CIVL-sanctioned events would probably move us further towards a common system but could be seen as rather authoritarian by those countries not strongly involved in the debate till now.

It is doubtful whether a unanimous decision can be obtained over an issue such as this. As a purely personal view, I believe the potential benefits from adopting a standard system outweigh the possible disadvantages. In any case, the AC system will be used in this years Europeans and almost certainly in the Ager pre-Worlds/Worlds series. This may yet provide enough encouragement for it to be considered as an international common system. This would still allow enough time for it to be rejected, if felt necessary, before the Worlds are situated outside Europe again.

Recommendations

It is recommended to adopt the AC system as the standard system for all CIVL-sanctioned events for the period through till at least the end of 1995 when this decision can be reviewed and modified if felt necessary. At that stage many more pilots and organisers will have had a chance to work with this system and therefore be in a position to make a more informed judgement on it. To encourage use of the standard system at non CIVL-sanctioned events it may be possible to combine it with the PIRS ranking process such that Comps not using the standard system would be somehow devalued. *

Robin Hamilton



C

Subcommittee

CIVL Record & Badge Subcommittee

Rómulo Naón 2065, 1430 Buenos Aires, Argentina
Tel. 54-1-865-8773 office. 552-1009/-6182 home; Fax 54-1-865-8777/-9835 office
alternate mailing address: c/o Novacorp (Argentina), Box 90, 645-7th Ave SW, Calgary, Alta., Canada. T2P 4G8

Report of the Record & Badge Subcommittee

The year began with the design and implementation of forms to facilitate filing world or national record claims. Drafts of these were presented at the last CIVL meeting and comments were incorporated to result in final versions which were then sent to CIVL executive for dissemination.

The chairman assisted the FAI technical officer by examining a number of world record claims and offering advice on acceptance or rejection of same. This work led to a number of suggestions for changes to chapter 7 of the Sporting Code. These were communicated to Ann Welch in the Sporting Code subcommittee for her consideration.

Late in the year letters were sent to a number of past or current record-holders asking for their suggestions for improvements or changes to current procedures, however no responses were received. Either the mails from Argentina failed, or all recipients are very satisfied with current procedures.

The suggested changes to the sporting code are the following:

- consider changing the "flight to goal" definition to allow overflying goal and continue on for an open distance record, as allowed in Class 3 gliders;
- clarify Class 2 definition by asking can the glider be flown with weight shift alone if any movable control surfaces are removed? If the answer is yes, the aircraft is not a Class 2 hang glider. This change is to prevent production class 1 hang gliders from being flown as Class 2 hang gliders by the simple addition of cosmetic control surfaces.

A third suggestion is that improvements be made to the system for obtaining silver, gold and diamond badges. A number of would-be badge recipients have expressed dissatisfaction with the length of time it has taken to obtain such badges. The system should become more responsive. The subcommittee proposes to look into this and provide recommendations during the coming year.

Currently the chairman is developing record claim procedures for use by the Argentine hang gliding federation, with the assistance of the Argentine gliding federation.

Note that although flight verification technically forms part of the record and badge subcommittee, this report does not include the work done by John Zalewski in that area.

In mailing documents to the chairman, you may send directly to him if you trust the Argentine post office, or use a box address in Canada which will result in transport by international courier. The addresses are as listed above.

Stewart Midwinter
February 12, 1994

STEWARDS AT CATEGORY 1 EVENTS

This paper has been prepared for the guidance of competition organisers and stewards.

Objectives

The role of the steward/s is defined in the General Section paragraph 4.3.6. The text of this paragraph is as follows:

"Stewards are advisers to the Event Director. They watch over the conduct of the event and report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts to be considered by the International Jury. They advise the Event Director on interpretation of the rules and regulations and on penalties.

"A steward has no executive powers. He must not be a member of the Organising Committee. A steward may attend a meeting of the International Jury as an observer or witness.

Appointment and Qualifications

Requirements for stewards at events sanctioned by CIVL are defined in paragraph 4.8 of Section 7. The text of this paragraph follows:

"The organisers shall appoint one or more stewards according to the needs of the championship. They shall be of different nationalities, and not that of the organiser. However, in the event of the last-minute absence of an appointed steward, a replacement of any nationality, and acceptable to the other stewards, may be invited. Stewards must be able to speak a common language, preferably English, and have extensive experience of international hang gliding or other FAI competitions. At least one steward should, if possible, be able to speak the language of the organisers.

A minimum of one steward shall be present at the championships site throughout all operational activities.

The Stewards Role during a Championship

The definitions of the role of the Steward(s) in the Sporting Code are fairly general. To be effective a steward must:

- (1) Be aware at all times that he has no formal power or authority to make decisions. His role is one of providing advice and/or SUPPORT to the Event Organiser, the International Jury, the Team Leaders AND the competitors.
- (2) Possess a thorough understanding of the FAI General Section, Section 7 and the Local Regulations (he should also have these documents available to him at all times during the course of the event). As he must advise the Event Organiser on the interpretation of the rules and regulations it is preferable that he was present at the CIVL meeting where the local regulations were approved. It is also preferred that he has had professional experience in the interpretation of complex documents.
- (3) Be able to anticipate, and recognise in advance, those issues that may cause a competitor to consider that they have not been treated fairly by the organiser. The steward should be ensuring that the information given to team leaders and competitors is unambiguous. He must be aware of the special difficulties created by language. He should be asking himself "Was that briefing clear? How could the information be misinterpreted? Should the information have been written down? Was the briefing consistent with the regulations? Were any changes, from what was required yesterday, clearly defined as

being different? Were all the items that were supposed to be covered, mentioned?" He should back up his judgement in these matters by enquiring of team leaders and or competitors of their understanding. In addressing issues during briefing he must do it in a way that does not reduce the credibility of the Event Director.

- (4) Be prudent in answering questions from team leaders and competitors - His answers must in all details be consistent with the rules and regulations and what the Event Organiser has stated, or will state at briefings. If the steward is unclear in any detail he MUST AT ALL TIMES confer with the Event Organiser.
- (5) Be able to establish a good working relationship with the Event Organizer, the team leaders and the competitors. By recognising potential problems in advance he should take steps to avoid them becoming issues in the future. Many potential problems arise from a breakdown in communications. He should be aware of the strengths and weaknesses of the organiser and his organisation.
- (6) Be experienced in the conduct of sporting events at the highest level. He should be aware of the level of stress under which all involved operate. He must be sensitive to the human aspects. Formal training in people skills and management are an advantage.
- (7) Not take it for granted that all things are happening in accordance with the rules and/or the way they appear on the surface. He should be looking at the systems the organiser has in place and make sure that they are robust. "Are the scores being calculated correctly and is all the required information being presented in daily score sheets? How are the turn point photos being checked? What security is in place to ensure that turn print films cannot be tampered with? How are any official time pieces synchronised? What systems are in place to make sure a pilot's goal time is always recorded?" These and a multitude of other questions should always be asked.
- (8) Be visible, watchful and observant. Take notes of incidents that may be unsafe or cause for complaint or protest. Record time of briefings, launch opening, complaints or protests being submitted. Be able to provide objective, accurate and factual evidence.

After a Championship

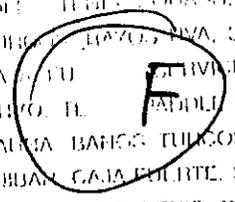
Once a championship is complete, the steward(s) should review the event. They should look at:

- * the problems that arose;
- * the situations that could have developed into problems; and
- * the successes of organiser and/or the organistaion.

The steward(s) should propose to CIVL modifications to the Sporting Code (or other documentation) so that for future championships the problems are avoided (mimimized), and the successes repeated.



PM: March 94



AVDA. EL FUERTE, S/N - 29600 MARBELLA - MALAGA (ESPAÑA)



SECTION 7. CHANGES. (agreed March 94)

- 1. add. Only a single declaration may be made for a record attempt, except for ~~one~~ that a record attempt for altitude may be included.
- 4. Delete. redundant.
- 6. last line. change 'record' to 'course'.
- 3. To read. 'Any records --- except a) on a speed flight over a Δ or O-R course only, the record distance immediately less than the distance flown will count for a record. b) that after the timed finish of a speed record attempt a straight distance record attempt is permitted, the distance being measured from the departure point to landing.
- 7.2.1. A minimum of 4 countries with a total of 8 ~~countries~~ competitors are required for the title of champion to be awarded.
- 2.5.1
- 5.2. change 2nd sentence to: The document in Annex 9 should be used.
- 12.2 line 2. change 'would' to 'could'. line 4 change 'country' to 'NAC'.
- 12.3. line 2. change 'set' to 'standard'.
- 10.1. Delete after --- Team members.
- 18.2. change end to --- The public, or unauthorised aerobatics are prohibited
- 18.4. line 4. insert after 'replace the glider' temporarily or permanently.
- 19.2. Add. Performance-enhancing drugs are prohibited.
- 23.1. change to 'The Director may declare a rest day after 6 consecutive days flying unless this is the last day of the competition. The policy on rest days shall be declared before the first competition day.'
- 4.24. last paragraph. insert 'or the results of a complaint' after provisional task results. Add 'The protest fee is ~~not~~ returned if the protest is upheld.
- 4.21.3/4. insert in line 3 after 'Team Leader' and one in each of a maximum of 2 retrieve cars.
- 4.29.1. line 2. insert after 'Organisers' 'in person or'



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Page 2



- 2.1.2. Delete 'and championship flights' in line 1.
- 2.5. Add. The photograph may be taken from a lower height than the turn point provided the T.P. feature is clearly visible.
- 5.1. The photo must show all the task board including official clock & date
- 5.1.6. Each film shall be marked on the tongue before loading ^{with} the competitors number either by scratching or indelible marker.

New proposal for ~~3~~ class Definition for Classes 1 and 2.

- Class 1. Hang gliders having a rigid primary structure with pilot weightshift as the primary method of control.
- Class 2. Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control in at least 2 axes.

Draft proposals for General Section not included above.

Chapter 2. FLIGHT DEFINITIONS

- Changes are made to allow a distance record attempt from the same flight as a declared course attempt.
- Changes are made to allow flexibility using remote Take offs and landings.
- 2.3.8.2. and 2.3.13.2. 'Precise place' is defined as within 0.5 km of a fixed identified feature.

Chapter 4. Official Observers. modifications made to clarify what is personal or financial interest and how the problem should be resolved.

Chapter 6. Possible deletion of Absolute Records.

Note. There are other proposals but not important here. The revision of General Section will be sent to all Commission Presidents ASAP.

THE CHAMPIONSHIP DIRECTOR.

The success or failure of an International Championship depends on the quality of its competition Director. A good Director will keep a championship together even with insufficient helpers and poor weather, but an inadequate Director can ruin the whole event even when supported by good staff and fine weather.

SELECTION OF A DIRECTOR

The Director of a championship is selected by the NAC (or delegated National Association) organising the event with the nomination approved by the Commission concerned.

If the Director cannot be named at the time of making the bid it is essential that he should be in position at least one year ahead of the event. He must have enough time to look after all organisational aspects of the preparation, but may well have to make adjustments to his own life or work. This is often forgotten. Any financial and material support arrangements between the NAC and the Director should be finalised before the Director is expected to start work.

Sometimes confusion is caused by having more than one person in the organisation called director. The administration chief, for example, could be called Manager.

It should not need saying that the Director must have a wide experience of the sport, including having considerable knowledge of its technicalities, operation and needs. It is not enough for the Director just to be an excellent pilot.

The Director must want to do the job, be prepared for an immense amount of hard work, and have the health and stamina to complete it. Wanting to do the job means having affection for the sport and respect for the people who do it. This may seem obvious but in a recent championships the Director considered himself superior to the competitors and to the FAI rules and in another the Director made it known that he had no liking for the type of flying or the people involved. Both events ended with frustration and unhappiness.

WORK OF THE DIRECTOR

The responsibility and work of the Director starts with his appointment and continues through the whole preparatory period, followed by 2 - 3 weeks of 24 hour a day responsibility - though hopefully not work. There will also be a clearing up period at the end.

If the championship is to succeed all its departments must complement each other and be efficiently run. This will involve many people in a big event so the initial planning has to be well thought through. This is the first job of the Director and includes:

a/ Layout of the flying area, location of administration and reception offices, accommodation, car parks, social areas, workshops, stores etc so that they conveniently relate to each other. The championship site should be considered as a working village.

b/ Deciding how work will be divided, into what departments, and deciding who will be in charge of each. For example; airfield marshalls, observers and timekeepers, scorers, administration including production of score sheets and briefing notes as well as normal office work, technical officials, accountants, medical and SAR services, PR with local authorities and residents and the press, restaurant, bar, and social arrangements etc as required.

It is important for the Director to have a small and secluded personal office. It must be possible to have private talks with members of staff and VIPs etc, as well as having somewhere to keep spare clothes, cameras etc.

DELEGATION

It is absolutely essential that the Director is willing and able to delegate. This means deciding on the best officials for the jobs and giving them responsibility. Officials and their helpers will also have to work hard and their reward is a successful and happy championship. A director who tries to do all the work himself or who interferes unnecessarily prevents this. During the

championships the Director should have time not only to keep a supervisory eye on the whole operation but to talk to competitors and interested visitors.

For the whole championship period, plus any official practice days, the Director is on duty and will probably find each day longer than expected. For example; early morning task setting and weather assessment, attending evening jury meetings or helping sort out scoring computer breakdown at midnight.. If he does not organise himself properly he will, and many directors have, become burnt out before the finish. It may seem simplistic but self organisation is about getting regular meals and enough sleep. A director who walks about eating a sandwich in the afternoon because he missed breakfast and lunch, or who falls asleep on the scoring office floor at 2 am does no service to himself or the competition. The Director becomes a zombie and the organisation risks falling apart. It has happened.

THE DEPUTY DIRECTOR.

Any wise Director will insist on having, and using, a Deputy Director. This person must be capable and available though need not be on duty to the same extent as the Director. The Deputy Director is not only an insurance should the Director fall ill or have a personal emergency, but is an extension of his eyes and ears, as well as looking after non-routine matters as the unexpected arrival of VIPs, arranging jury meeting paperwork, and ensuring that the prizegiving takes place without problems.

Ann Welch. February 1994.

1994

(H)

HANGLIDING COMPETITION ^{W. GROUP} COMMITTEE REPORT

MEMBERS: DENNIS PAGEN - CHAIRMAN

JUDY LEDEN SIM BOWYER PAUL THOMAS

KLAUS TÄNZLER THOMAS BOSSARD INGRID ANITASTA

PEDRO CHADA RIikka VILKUNA MIROSLAW ROZEWI

I. THE COMMITTEE REVIEWED AND REVISED THE STANDARD LOCAL REGULATIONS. THESE WERE SUBSEQUENTLY ADOPTED AS THE STANDARDS FOR ALL SANCTIONED CATEGORY I EVENTS.

II. THE WOMEN'S WORLD MEET QUESTION WAS CONSIDERED WITH AN OVERWHELMING MAJORITY AGREEING THAT THE MEETS SHOULD CONTINUE TO BE SANCTIONED AS CURRENTLY IS THE CASE. A REQUEST WAS MADE BY THOMAS BOSSARD TO ELIMINATE THE WOMEN'S EUROPEAN CHAMPIONSHIPS AS A FIRST STEP IF FINANCES FOR TEAMS BECOMES A PROBLEM AS INDICATED BY DELEGATES IN THE FUTURE.

III. THE WORLD AIR GAMES WERE DECLARED TO BE OF A LOWER PRECEDENCE THAN THE WORLD CHAMPIONSHIPS. THE WORLD AIR GAMES ARE NOT CURRENTLY SCHEDULED AND MAY NOT OCCUR IN VENUES THAT ARE CAPABLE OF PRESENTING QUALITY COMPETITION THERE WILL BE NO MEET SCHEDULE CHANGES AT THE PRESENT TIME RESULTING FROM THE W. AIR GAMES

IV. IT WAS RESOLVED THAT AN AERoclUB MEMBER SHOULD

IV CONT. BE ENCOURAGED TO ATTEND ALL CATEGORY I EVENTS AS AN OBSERVER.

V. THE CIVL CHAIR HAS BEEN DIRECTED TO WRITE ALL NACS TO REQUEST THE ORGANIZATION OF CONTINENTAL CHAMPIONSHIPS.

VI. THE COMMITTEE WISHES TO PROMOTE THE ATTENDANCE OF POORER COUNTRIES AT CHAMPIONSHIPS. A LETTER HAS BEEN DRAFTED TO BE SENT TO MEET ORGANIZERS REQUESTING HELP FOR SUCH TEAMS TO FIND SPONSORSHIP, CHEAPER HOUSING AND TRANSPORT. FURTHERMORE, THE CIVL WILL WAIVE SANCTION FEES IN SELECT CASES IF THE ORGANIZER WILL OFFER REDUCED ENTRY FEES IN SUCH CASES. A TEAM MUST NOT HAVE ATTENDED AT CAT I CHAMPIONSHIP WITHIN TEN YEARS TO QUALIFY FOR SUCH SPECIAL TREATMENT. IN ADDITION, THE COMPETITION COMMITTEE MUST NOMINATE SUCH COUNTRIES FOR CONSIDERATION.

VII. THE COMMITTEE RULED THAT ALL MEETS ~~STARTING~~ JAN 1, 1996 WILL INCORPORATE TEAMS OF EQUAL SIZE

VIII. DENNIS PAGEN AND JIM BOWYER WILL REVIEW THE RULES OF AGER (1995 WORLD CHAMP.) AND VÅGÅ (1995 EURO. WOMEN'S WORLD).

CIVL LONG TERM PLAN

MAIN PURPOSES

FAI Hang Gliding Commission (CIVL) is the international body for Hang Gliding and Paragliding. It's duties and powers includes all matters regarding Hang Gliding and Paragliding. (ST 5.1.1.2).

THE INTERNATIONAL HANG GLIDING COMMISSION SHALL:

- administer Hang Gliding and Paragliding for FAI (ST 5.6.3.9)
- promote FAI aims and objectives through the World in Hang Gliding and Paragliding (ST 5.6.2)
- seek to unite all airports within FAI through implementation of the FAI statutes, By-Laws and Sporting Code (ST 5.6.2)
- seek to further the development of Hang Gliding, Paragliding and related activities (ST 5.6.2.1)
- establish and keep current the FAI Sporting Code section 7 which shall include rules and criteria for Hang Gliding and Paragliding and Records, FAI badges, safety at world sporting events and technical standards (ST 5.6.2.2)
- deal with all technical problems that concern flight safety, training, air space, equipment, records and sporting events (ST 5.6.2.3)
- exercise executive powers delegated from the FAI with regard to Hang Gliding and Paragliding and related technical matters and promotional and financial rights relating to FAI events (ST 5.6.2.4, ST 5.6.2.5)
- bring together Hang Gliding and Paragliding pilots of the world in international events (ST 1.2.3)
- protect and safeguard the interest of Hang Glider and Paraglider pilots in the use of air space and sites (ST 1.2.6)

- within the parameters of the FAI Statutes, By-laws and Sporting Code
- develop, implement and keep up to date a long term plan for CIVL
- reward excellence in performance and outstanding contributions to Hang Gliding and Paragliding by awards, medals and diploma
- establish a CIVL office with clear work responsibilities
- improve cooperation and communication with other sports
- develop world wide CIVL representation
- encourage more continuity in the activity of CIVL delegates and officials
- send representatives to any organisation affecting our sport
- promote FAI and CIVL whenever possible

AIMS

- determine staffing needs to satisfy CIVL activity and future requirements
- motivate delegates to work in and for CIVL, supporting CIVLs purposes and aims
- encourage more input and participation by all active pilots in CIVL's work
- encourage NAC input and participation in CIVL work
- draw up a contract for competition organizers and responsible NAC's

FAI SPORTING CODE SECTION 7

PURPOSES

- keep current and up to date, Section 7 of the Sporting Code and its annexes, which shall include rules and criteria for Hang Gliding and Paragliding Records, FAI badges, world sporting events and technical standards

AIMS

- ensure that a current copy of the general section and section 7 is available to all competitors
- encourage NAC's to translate the General Section and Section 7 to their own language

PART PURPOSES

ORGANISATION

PURPOSES

- keep current and up to date, the CIVL Internal Regulations, to cover CIVL procedures

COMPETITIONS & CHAMPIONSHIPS

PURPOSES

- select the organisers and venue for category 1 Hang Gliding and Paragliding Events
- enforce rules for and ensure proper organisation of international Hang Gliding and Paragliding championships and competitions
- develop an international pilot ranking based on results all from category 1 and category 2 events
- make competitions more attractive to the pilots, media, spectators and organizers

AIMS

- recruit organizers and encourage more bids for category 1 championships
- raise standard of all international competitions
- work in order to keep international competition affordable to organizations and the pilots
- develop a standard set of rules for category 1 and 2 events
- ensure that rules for all category 1 events complies with section 7, and does not repeat it unnecessarily
- develop a scoring systems that can be used in all international competitions and make it available
- develop promotion of continental championships
- ensure the listing of all international competitions in the FAI sporting calendar
- as far as possible avoid conflict of dates between major competitions
- draw up a contract between CIVL, competition organizer and NAC's responsible including; responsibilities, economic matters, budget, regulatory matters, advertising, media
- encourage cooperation with other air-sports in World Air Games.
- lay down a minimum ceremonial program for category 1 events
- promote HG and PG as olympic sports

BADGES, RECORDS & FLIGHT VERIFICATION

PURPOSES

- establish and define regulations for Hang Gliding and Paragliding world records
- keep records of World Records up to date
- distribute World Records lists regularly
- keep current and up to date, the standards and approval system for electronic flight verification systems
- encourage pilots to fly World Records

AIMS

- respond quickly to record and badge claims
- have badges available from stock
- harmonize the different badge requirements were appropriate
- review and update badge requirements if necessary every 5 years
- refine and keep up to date the record claim form
- continue to simplify the paperwork for world record setting, while ensuring the integrity of world records

INFORMATION & COMMUNICATIONS

PURPOSES

- make CIVL more visible
- develop CIVL-info as a mean of communication inside CIVL and from CIVL to pilots, NAC's and associations and make available to pilots at a price
- promote all CIVL programs, standards and services
- ensure that all new records are communicated through CIVL-info and through the national and international Hang Gliding and Paragliding press, and other media
- emphasize the environmental advantages of unpowered flight
- combine CIVL meetings and events with other events of interest.

AIMS

- appoint a Press and PR officer for CIVL
- spread information about CIVL/FAI's world record program

- publish CIVL/FAI's sanction fee system
- ensure good communication with the Paragliding World Cup
- ensure that CIVL minutes and CIVL-info reaches NAC's, associations and the national delegates
- write summaries of CIVL meetings for press purposes
- ensure distribution of the FAI Sporting Calendar to all national organisations and international magazines

SAFETY & TRAINING

PURPOSES

- assemble information and statistics on Hang Gliding and Paragliding in member countries. Analyze and disseminate this information so that it will contribute to the improvement of the sports, the equipment, training methods, international standards and safety
- provide a forum for the exchange of information and discussions of safety and training matters in Hang Gliding and Paragliding
- keep current and up to date, the safety and training programs for Hang Gliding and Paragliding (SAFE PRO and PARA PRO), on which the IPPI card is based

AIMS

- promote international standards for Hang Gliding and Paragliding
- promote knowledge, skills, judgement and airmanship as being basic to flying
- promote the IPPI card as a means to enhance flight safety, the growth of the sport and in order to ensure clear evidence of pilot proficiency
- encourage the recognition of the IPPI card as the international standard

FUNDING & FINANCES

PURPOSES

- generate and secure CIVL funding that will cover CIVL's necessary expenses and staffing needs
- develop a budget and finance control system
- TV-rights to World and Continental championships belong to FAI

AIMS

- keep current and apply the CIVL/FAI sanction fees system
- where possible charge the costs of a particular service or process to those who are users or who benefit directly from it
- look into the possibility to make a pool of manufacturers who contribute and can use advertising

AIR SPACE AND GOVERNMENTAL REGULATION

PURPOSES

- monitor air regulations world wide and seek to minimize their effect on Hang Gliding and Paragliding
- seek to keep the air space and sites as open as possible to Hang Gliders and Paragliders
- avoid regulations requiring Hang Gliders and Paragliders to carry any form of transponders
- enable Hang Glider and Paraglider pilots to use radios for safety purposes

AIMS

- seek to open closed air space and sites
- seek to develop international site guides

MEMBERSHIP DEVELOPMENT

PURPOSES

- encourage development of Hang Gliding and Paragliding in "new" countries and develop programs to help the sport grow
- coordinate FAI member countries activities to further the development of Hang Gliding and Paragliding throughout the world
- recruit more young people into the sports

AIMS

- stimulate and maintain development in class 1 Hang Gliding in order to prevent it's decline

(K) (A)

**Summary of the results of the DHV study into
failure of paraglider lines.**

There are two types of problems a) changing in length - either shortening or stretching and b) breakage.

There are two types of materials used to make lines. Aramid known as Kevlar and Polyethylene known as Dyneema. Dyneema has the problem in maintaining a consistent length. Kevlar maintains an almost constant length but has the breakage problem.

All recent breakages occurred at the pilots end of the line where the line exits the plastic cover which protects the stitching. It is at this point where the line is very often sharply bent resulting in high mechanical stresses within the line leading to breakage.

Research also showed workmanship defects in the line stitching has led to strength losses of sometimes more than 30%. It can be expected that environmental influences such as UV radiation, moisture and temperature can cause as much as a 30% loss in strength.

The use of kevlar lines with the tendency to make sharp bends together with hard plastic covers for protecting the stitching has resulted in losses of about 30% of strength in practically new paragliders, of more than 50% in normally used paragliders after two years flight operation and 70% in heavily used paragliders. There are no outward signs to warn of any loss of strength. It can only be recognised in tensile tests.

In Germany it is a requirement that all paragliders are rechecked every two years. All new DHV-Gütesiegel certifications are only awarded after realistic aging simulation tests.

Further consequences:

- Many manufacturers have replaced the hard plastic cover with a soft silicon cover. It is doubted, that simply leaving away the cover is helpful, because the bend point is then displaced to the end of the stitching.
- A specific type of Aramide with a different molekular structur and better properties as used by Aile de K shows an improved retained strength. By now, presumably many manufacturers have converted to such a more resistant Aramid.
- Pilots cannot avoid sharply bending the lines during normal use but they can observe certain rules of caution.
- All flight equipment can be loaded so that it breaks. This also holds for paragliders. For example spirals with partially folded sail can cause local overloads leading to cascade ruptures or if a pilot falling at about 15 m/s is caught by a sail which suddenly provides lift ruptures can also occur even with lines in new condition.

The DHV can provide a fully detailed report about the line breakage problem and the length problem of Dyneema lines in english or french. If you would like to receive a copy please contact DHV, Tel. ++49 8022 7031, Fax 7996.

LIST OF PERSONAL ADDRESSES OF CIVL DELEGATES PRESENT AT THE MEETING HELD

ON 04th-06th March 1994

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