

**CIVL 2014 Plenary  
HG and PG Joint Open Meeting  
February 20**

**Present:**

Dr. John Grubbstrom (FAI President), Agust Gudmundsson (CIVL President), Stéphane Malbos (France), Hamish Barker (Australia), Igor Erzen (Slovenia), Jamie Sheldon (CIVL Secretary), Thomas Brandlehner (Austria), Frank Nalter (Austria Alternate), Herbert Seiss (Austria), Elsa Mai (Chinese Taipei), Kamil Konecny (Czech Republic), Niels J Askirk (Denmark Alternate), Scott Torkelsen (Denmark), Klaus Tanzler (Germany), Torsten Siegel (Germany Alternate), Guillermo Toralla (Guatemala), Wayyu Yudha (Indonesia), Yoshiki Oka (Japan), Gin Soek Song (Korea, Rep.of), Igor Virshki (Kazakhstan), Violeta Masteikiene (Lithuania), Mohd Arifibrahim (Malaysia), Gimas Hussin (Malaysia Alternate), Koos de Heyzer (Netherlands), Ovyind Ellefsen (Norway), Han Zhaofang (Peoples Republic of China), Ugljesa Jondzic (Serbia), Philip Chettleburgh (UK Alternate), Adrian Thomas (UK), Dennis Pagen (USA), Nicky Moss (CIVL Competitions Coordinator)

**Observers:**

Abdul Mustopa, Arif Eko Wahyudi, Bima Putra, Bodhi Asoka Suprana, Hary Pria Utama, Koesnadi Bohon, Kian Kong Teh, Teong Kheng Tang, Poobalan S Krishnand, Lyudmila Shvagerus, Ekaterina Virshki, Tata T Sukmana, Aldamanda A Lubis, Cherry Bonaria

**Chairpersons:** Stéphane Malbos, Ovyind Ellefsen

Welcome from Dr John Grubbstrom, Agust Gudmundsson and the organiser.  
Brief introductions from those present.

**Agenda of the meeting to be found in Annex 18e**

**1. Scoring Category 1 events.**

Latest revision document attached to these notes.

**2. Helmets.**

Discussions resulted in no change in the proposals.

**3. HG Annex 16a.1**

Discussion regarding improving pilot education and knowledge by publishing studies and data reports concerning equipment technology on the CIVL website.

**Section 7 changes**

Statement to be included in:

chapter 11 in PG

chapter 12 in HG.

Questions and discussions regarding selecting locations / time of year for Cat.1 events to ensure maximum safety.

Comments that everything we are discussing in within the remit of improving safety, that we have been working on every aspect of competition to improve safety.

Comment that early review of bids would help but wa are often limited by a very few number of bids received so there is no real choice in location.

**4. Cloud Flying.**

**NEW PROPOSAL TO BE ADDED TO THE AGENDA**

It is proposed that a line is added to the pilot safety report form for both hang gliding and paragliding. This line requests the pilot indicates cloud base height that they determined at the start gate and at the end of the task.

The meet director or safety director can use this information to determine the cloud base throughout the day within a reasonable a margin of error.

When applying a cloud flying penalty the MD can use this information along with a leeway (announced at the first team leader briefing) to apply penalties. Track log positions and altitude allow a reliable determination of whether or not a pilot was cloud flying.

**S7 modification**

PG 2.18.13

HG 2.17.14

Modify the report back form to include the above.

**5. Scoring document.**

New WG proposal / revision issued today and attached to these notes.

3. Altitude correction with True Altitude: requires instrument that records barometric.

Clarifying statement that QNH equivalent altitude is available from tracklog and available to be used to check altitude / airspace:

**Proposed clarification statement to be added to the proposal**

The Dimov correction uses barometric altitude data to calibrate gps altitude data to provide a reliable altitude record suitable for scoring purposes and to check for airspace infringements. It is always the pilot's responsibility to ensure that their flight instruments provide them with the altitude information they require to comply with airspace regulations.

**6. Prototypes.**

To be discussed in individual PG / HG meetings.