

CIVL 2015 Plenary

HG & PG Open Meeting Report

February 20

Chairpersons: Oyvind Ellefsen (Norway)

Present:

Agust Gudmundsson (CIVL President),
Stéphane Malbos (France),
Herbert Seiss (Austria),
Carlos Schmitz (Brasil),
Francisco Santos (Brasil),
Niels J Askirk (Denmark),
Klaus Tanzler (Germany),
Ugljesa Jondzic (Serbia),
Wayyu Yudha (Indonesia),
Yoshiki Oka (Japan),
Koos de Keyzer (Netherlands),
Jamie Shelden (USA),
Dennis Pagen (USA).

The Open meeting discussed all points of its agenda. It was not felt necessary to take minutes and report all exchanges. The meeting lasted 4 hours.

The items below are in the agenda order, not chronological.

Review of work since last plenary

The HG-C worked mainly on Basecamp. There have been discussion about ongoing issues such as reviews and feedback from the Cat 1 competitions in Mexico and France, and with some practical tests and feedback with regards to Prototype gliders in particular.

There were also trial work and feedback on outstanding issues from last year's proposals with regards to risk assessment workflow and defining the sport class gliders/pilots.

The HG-C have been too inactive during the last year, we do need more active members in the committee to be able to handle the work between plenaries.

Review of bids for Cat 1 competitions

Reviewed the bid for 2017 worlds in Brasil, discussed high entry fee. Betinho said if they get more sponsorship, fees could decrease, but probably no lower than 450 Euros. Airspace issues in Brasilia are not a problem yet, due to delays in constructing new airports.

Klaus renewed his suggestion that we join the classes for Cat 1 events again. Betinho mentioned that it could be possible to do in Brasilia and may amend the bid for 2017.

Discussed Macendonia bid- questions about budget, dates (overlap with Brasilia) and landings and whether they will have a HG consultant. Discussed date changes with Goran and Betinho so there would be no overlap between pre-Euros and pre-worlds. Not possible to conclude dates at the moment.

Goran clarified out landing fields are OK in all areas for hanggliders as well as paragliders.

Proposals;

French proposal on WPRS

Stef presented the French proposal (Annex 31) to include birth date in WPRS, that will make it possible to get data such as youth rankings. Proposal viewed as positive.

Barometric vs. GPS altitude

The proposal from the joint meeting was discussed as the error with GPS only altitude in the GAP document valid from 1. January affects the Mexico meet. HG-C will propose that it is changed to using QNH and effective immediately after plenary.

Leading points

Proposal to change the way the leading coefficient is calculated in GAP2014 to award pilots who lead out earlier in the task as was done in PG two years ago. Change would take effect in May 2015.

Other items and discussions;

Sport Class Definition: Idea from Oyvind that we make sport class into something different than the same XC race we have for open class. Competition format could be XC flight with fixed time sections, without racing, finishing with a spotlanding component. Flight score is 70%, and spot landing 30%. Total score 1000 points, 700 for flight and 300 for spot landing. 1 point per second deducted for time errors and 1 point deducted for each cm from spot.

Also, handicapping system for open class pilots based on WPRS ranking - #1 gets 100% penalty.

Create working group – to work on suggestion that we adopt a handicapping system now to solve the immediate problem of who can compete in sport class Cat 1's AND to create new rules for allowing alternative formats for sport class competitions (including worlds).

Mexico update – teams asking about oxygen requirements – needs to be discussed in future when considering bids

What are we doing about prototypes/uncertified gliders? - Send reminder letter to pilots saying that any modification to a certified glider, makes it uncertified and must have been tested and available for sale for 4 months (Dennis will send to Miguel for distribution to pilots)

For future - consider changing prototype rules so that the pilot takes the responsibility for changes. So, if pilot will declare that any changes they have made to their certified glider do not affect pitch stability, etc.

SafePRO update – idea to create a working group to restructure the IPPI card system. Idea is to sell NAC's the right to stamp their own license with the IPPI logo and qualifications, so there would be no separate IPPI card and would give pilots the service for a very small fee. This would raise revenue for CIVL.

Qualification criteria for Cat 1 in different (HG) classes needs to be worked through over the coming months, first draft proposal was discussed and posted on Basecamp.