CIVL 2014 Plenary
Hang Gliding Open Meeting
21 February

Present:
Stéphane Malbos (France), Jamie Shelden (CIVL Secretary), Herbert Seiss (Austria), Thomas Brandlehner (Austria Alternate), Elsa Mai (Chinese Taipei), Niels J Askirk (Denmark Alternate), Klaus Taenzler (Germany), Alejandro Toralla (Guatemala), Koos de Heyzer (Netherlands), Ovyind Ellefsen (Norway), Philip Chettleburgh (UK Alternate), Dennis Pagen (USA), Nicky Moss (CIVL Competitions Coordinator)
Present part meeting: Agust Gudmundsson (CIVL President)

Observers: Frank Nalter, Teong Kheng Tang, Poobalan S Krishnand, Abdul Mustopa, Arif Eko Wahyudi, Koesnadi Bohon, Masahiro Kitano, Aldamanda Lubis

Chairperson: Oyvind Ellefsen

HG Open Meeting 09:00 – 14:00
Agenda Annex 16b

1. Summary of last year work, issues, communications, feedback.
Basecamp access issues, Dennis / Claudia.
Discussions regarding size of committee and work commitment.

2. Review of reports and feedback from last Cat 1's.
None.

3. Review bids.
Talk from potential organisers about bids being submitted however no bids yet received.
Calendar discussions regarding 2015 Europeans in Italy and also a Practice Event for 2016.
To do: Request a formal bid for Europeans in Monte Cucco in 2015/2016. (Jamie)
Germany, Austria & France opposed to having a Europeans and Worlds in the same year.
Request Europeans in accordance with schedule in 2016.

AG: programme discussion for 2015. Worlds January in Mexico, Europeans in July/August?
Klaus: Budget problems due to calendar year for some NACS.

4. Review LR's for upcoming competitions.
None to review.
To do: Dennis to distribute proposed Mexico LR's on Basecamp
Dennis to include the requirements for the Risk assessment in the Mexico Practice Event LR's, Oyvind provide details.

5. Review of Tribunal after Forbes HG worlds – Actions to be taken.
Risk assessment proposal address some of the issues pointed out.

6. Current proposals.
a. Political statement about personal safety equipment
b. Airspace policing
c. Helmet standards
d. Risk assessment workflow

a. Discussed in joint HG & PG meeting.
b. Discussions regarding 100m buffer zone and scoring. Electronic airspace files must be provided and set up for practice events.
c. Helmets discussed in joint PG & HG meeting. Proposal remains as submitted.
d. Aim to formalise process of thinking about safety.
Dennis: mandate that the safety report back form is required.
Steward to ensure that the procedure is followed.
To Do: Set date for the rule to be enforced after Annecy worlds. Dennis proposed 1st January 2015.
To Do: Dennis to use the risk assessment in Mexico Worlds Practice event.

6. Stability measurements, results and feedback, penalties review.

Dennis: No changes since Forbes, measuring instruments issued to all team leaders
Pilot education working and manufacturers have learned to set up sprogs to a safe and repeatable level. Continue with spot checks in events not pre-checks of all gliders.
Need to train more Stewards to check sprogs.
Penalties: No change at present.

7. Stopped task rule review.

Proposed to adopt PG rules.
Proposal: 5:1 as the glide ratio for altitude bonus calculation.
Proposal: to not allow stopped task when there are multiple start gates, a stopped task with multiple start gates must be cancelled.
Race start / single start can be stopped.

8. Cloud flying solutions.

Discussed in joint HG & PG meeting.

9. Sports class definitions.

No consensus on vision for Sport class, but god discussions on several options.
Discussion regarding defining the glider, but not defining pilots who are flying this glider.
What is the vision for Sports Class? This has not been clarified. Are we just creating a new class for the same pilots if top class pilots are allowed to fly Sports Class.
In USA has improved entry numbers into competition.
Special situation this year since cancelling of Europeans – top pilots now planning to compete in Sports Class in order to fly in a Cat1 event.
Do we need a Sports Class Worlds?
Do we need to define what a Sports Class pilot is?

Dennis: Future pilots should qualify for Sports Class by competing in Sports Class events.
Stef: Will require consideration of selection criteria for Sports Class.
Klaus: a Cat1 event for kingpost gliders will affect development of the class if top class pilots enter Sports Class.
Alternatives: Annecy as experiment to see what happens but ask for feedback from pilots.
Look at alternatives (Stef: maybe tasking alternatives?)
Oyvind: Sport Class should be developed into something different than the current XC Open class format, making it more attractive for younger pilots and media. No point in repeating the mistakes from the current declining format.

Some options / trains of thought;

1. Using sport class WPRS as criteria for sport class pilot. Any pilot with sport class WPRS points can fly. Will allow the top Open Class pilots to compete if they gain some WPRS points.
2. If keeping XC format, restricting pilots to non-open class pilots (e.g. less experienced pilots)

3. Changing the competition format in the Sport Class away from pure XC racing, including media and spectator friendly parts.

Promote ideas & look for alternatives.

Qualification: pilots active in Class 1 must make qualification in Sports Class to compete in Cat1 Sports Class?

Dennis: continue working via email on the future direction of Sports Class.

10. Prototypes, definitions, policing.

Currently a non-prototype rule in place.
Forbes, maybe some gliders were protos.
Cat1 – all pilots to have the same gliders, so a test of pilot skill. Cat2 the place to test gliders prior to certification.
Not able to enforce the rule so not succeeding in this aim.

DESCRIPTION OF CONTROL METHOD.
PROTOTYPE RULES
Prototypes are gliders that are outside the manufacturer's tolerances of specifications or construction plans as published.

1. All gliders must be constructed of the same *materials* as a manufacturer's design available for sale to the public (6) months before the first registration day of the Cat 1 competition.
2. All gliders must be of the same *configuration* as a manufacturer's design available for sale to the public (6) months before the first registration day of the Cat 1 competition.
3. *Materials* include but are not limited to tubing, sailcloth, cables, fasteners, etc.
4. *Configuration* includes, but is not limited to sail area, nose angle, aspect ratio, leading edge construction, keel construction, crossbar construction, sprog arrangement, batten pattern and positions and cable connection positions. NB: lower flying cable lengths may be altered within manufacturer's tolerances to accommodate different weight and sizes of pilots.
5. All Cat 1 pilots must ready their gliders for prototype control upon the request of the Meet Director, Safety director, or a CIVL official.
6. Penalties: Pilots whose gliders have been found to be prototypes will receive a zero score for the flight preceding the control measuring. If a task has not yet taken place, the pilot may return the glider to stock configuration prior to flying, or substitute another glider in stock configuration subject to Sec. 7 2.16.4. Measurement tolerances will be those provided by the manufacturer or .05% (.0005 times the length). Battens must be as true to the glider's published pattern as possible.

PROTOTYPE CONTROL METHODOLOGY
CHECK POINTS
A glider being checked for stock configuration compliance should be set up in a designated sheltered area by the owner.

1. The official checking the glider should check the sprogs in th3e normal established manner.
2. Check the glider's VG travel limiter for stock configuration. A manufacturer's that removal of the limiter is allowed must be announced, along with the method of doing this and the potential dangers, and be posted in a public place before the first task day.
3. Check the glider's overall span at full VG by measuring from the extreme tip point to extreme tip. This measurement may be made easier by measuring from tip to a point on the sail in the center on both sides.
4. Check the glider's chords (and thus aspect ratio) by checking batten lengths at the 3rd and 7th battens from the root, as well as the tip wand lengths. Note: Some batten patterns define the end of the batten. If this is not the case, measure from extreme front tip to tail.

5. Check leading edge construction for stock configuration by looking inside for step-down position in relationship to the crossbar position. Also check for the tubes cross-section.
6. (Dennis to provide text)

ADDITIONAL NOTES:
A manufacturer may apply for a change to the data the CIVL maintains for control as long as the change can be incorporated before 4 months prior to the competition. This methodology may be enhanced with additional measurements or control methods at any time.

Comment: How will we carry out these checks? Measure winner's glider at goal with tape measure. Maybe batten plan required.

To do: Review of these procedures required by another party (DHV / manufacturer)

This is a clarification of the working method for enforcement of the rule on no prototypes. Full transparency is required for the method of checking so that the pilots understand how this will be carried out.

To do: Publish this methodology on Basecamp and seek more feedback from the committee.

11. Ballast in class 1 (Raymond).

S7 12.7.1
PROPOSAL: Add Class 1 to the clause?

To Do: Ovyind to contact Raymond.

12. Pitch stability class 5 (Raymond).

Dennis: makes sense to measure twist. Felix (?) to cooperate otherwise not able to do this.

To Do: Send a letter. Klaus to talk to him – will he be in Annecy, if not needs numbers for different models of safe twist. How does he measure twist?

13. Single Radio Frequency Option (like in PG) in case of weather threat.

Jamie: No compelling reason to make 1 frequency compulsory
Ovyind: No downside
No proposal submitted. Discuss on basecamp.

14. Other items.

Defending Champion rule: no specific clause in GS. Clause needs to be defined to make the rule constant. Will be on common agenda for plenary.

Klaus: Europeans should include Class 5 gliders.
Oyvind: It's nothing in the rules preventing this, some sites might not allow for the numbers. Organizers should include Class 5, Women, Sport Class whenever possible.