

CIVL HANG GLIDING SUB-COMMITTEE MINUTES

2-2-07

Members:

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Giovanni Vitola	Guatemala	avuelibre2@hotmail.com
Agust Gudmundsson	Iceland	ag@teigar.net

Meeting start 09:30 2nd February 2007

3. Koos proposal Annex 21

A proposal to remove the GPS error margin motion was approved unanimously.

6. Ballast for Class 5 - proposal to increase the ballast limit from 25kg to 30kg as recommended to allow for two parachutes

Proposal was rejected unanimously in favour of French proposal below.

8. Safety - ballast Annex 23 is French proposal. "Any pilot equipped with a second parachute can exceed this limitation by the value of the weight of his second parachute and its deployment system for Class 5."

Motion: That this subcommittee recommends that the plenary accept the proposal "Any pilot equipped with a second parachute can exceed this limitation (25kg) by the value of the weight of his second parachute and its deployment system for Class 5."

Moved John Aldridge

Seconded Koos de Keijzer

Accepted: Unanimous

Action: Stewards at Cat 1 competitions to weigh the equipment according to Section 7.A 13.3 for Class 1 with and without any second parachute.

Motion: The weight limit with an additional parachute is 3kg above the 25kg limit

Moved Koos de Keijzer

Seconded Nils

Accepted: Unanimous

9. FAI Licenses and WPRS calculation

We discussed FAI Licenses and came up with no recommendation because the general section requires FAI licenses in all sanctioned meets.

10. Qualification Number of pilots Team size

It was decided that this proposal was not pertinent to this committee.

11. Sanction Fees

7.1.3 Method and Timing of Payment (annex 27)

Deposit payable when presenting bid (all first-category events): €640, refundable if the bid fails.

The top nation in the WPRS at the time the Local Regulations are approved shall be designated to pay its entry fees to the FAI and this will be held as a deposit. If the event is deemed successful then the Sanction Fee is paid from this fund and the remaining moneys are paid to the organizer.

Motion: This proposal be tabled

Moved: John Aldridge

Seconded: Giovanni Vitola

Accepted: Unanimous

It was decided that this proposal didn't apply to hang gliding at this time. It was tabled to be discussed at the next plenary meeting (2008).

7. Women's World Championship - time to abandon the team competition and combine this with the Class 1 championship

Motion: We abandon the team element of the Women's World Championship and Class 2. Organizers will be advised to run the Women's and Class 2 individual world championships in concert with Class 5 world championships.

Moved: John Aldridge

Seconded: Agust Gudmundsson

Accepted: Unanimous

5. Proposal to introduce new hang gliding classes (Annex 20)

Motion: We have motion to define a sport class

Moved: John Aldridge

Seconded: Giovanni Vitola

For: 4, Against: 3, Motion passed

A working group was selected to establish a definition of this class, consisting of Giovanni Vitola and John Aldridge.

The proposal was withdrawn until this working group defines a sporting class

12. Event officials flying the course line (Annex 22)

Motion: That designated air marshals be allowed to fly the course line provided they satisfy the eligibility criteria of entrants and excluding the meet director and the safety director.

Moved: Tim Cummings

Seconded: Giovanni Vitola

For: 5 Against: 2 Motion passed

Motion: That we use the Greifenburg Pre-Europeans to try out the suggestion of air marshals flying the course and that it is reviewed at the next plenary before it is allowed in any other competition.

Moved: Oyvind Ellefsen

Seconded: John Aldridge

8 For: Against: 1 Motion passed

2. Fixed Total Validity

Motion: that FTV be recommended to the scoring sub-committee

Moved Tim Cummings

Seconded: Giovanni Vitola

For 4: Against 2: Motion Passed

Meeting stopped for lunch 13:07

Meeting started 14:15

1. Review the S7a recommendations to the relevant sections.

We reviewed Section 7 proposals and by consensus we agreed to recommend the rule additions to the section 7 committee.

DHV Proposal for HG Safety Standards

The DHV proposal was discussed at length with two different approaches. The original proposal as expressed by Christof Kratzner called for an immediate testing to the current manufacture published specifications. The proposal by the working group

Took the more gradual approach in order to collect more data before setting standards and allowing more time to get the pilots educated as to the purpose and value of this testing. After considerable discussion a compromise position was agreed upon by all as declared by the following motion:

1. From May 2007 onward there will be a mandatory measurement of sprog settings and recording without penalties. Data gathered from this program will be published for the benefit of the CIVL, the manufacturers and the pilots.
2. As of May 2008 the CIVL will institute mandatory measuring of sprog settings with penalties.
3. In the time between these dates, the CIVL will consult with manufacturers to establish measurement techniques and suitable measurement tolerances.
4. The CIVL officials at the pre-meet in Greifenburg and the world meet in Texas will make the measurements.
5. The CIVL will assure there is an informed presentation and discussion and presentation at the mandatory safety briefing before each meet.

Motion: Koos De Keijzer

Second: John Aldridge

Voted: For Unanimously