

CIVL PLENARY 2011 – LAUSANNE
Minutes of the Hang gliding Subcommittee Meeting
Thursday/Friday, 24th / 25th February, 2011
Chairman: Oyvind Ellefsen

The meeting started with a brief discussion on Sprog Measuring at Monte Cucco. DP suggested that we still measure all sprogs at Monte Cucco. JA confirmed that Thomas Pelicci is available to measure all gliders.

JA asked if we should be publishing the minimum settings supplied by manufacturers on the website without at least the manufacturers' agreement.

Should these measurements be provided to the team leader in advance?

Action: The organiser should contact the team leaders in advance giving them the measuring standards and asking them to ensure the pilots have their Sprogs set prior to arrival.

Action: Koos to send the organiser the relevant measurements for sprog angles for redistribution to all competitors and team leaders.

1) Safety Issues

- Pitch safety, review and further optimize rules and procedures.
- OE asked if we should start to measure other metrics for instance span and chord, but would need information from manufacturers. Possibly try it during measuring at Monte Cucco.
- **Action:** OE to get the data. Letter to be sent to the manufacturers.
- Need Sprog settings on newest Aeros Glider
- RC suggests that we also need to educate the pilots on the influence of wrong use of VG in certain conditions.
- Establish CIVL common criteria for pitch tests.
- OE suggests we need to have a common baseline that is used between the different test houses for example 1g at 40kph
- RC said we should get more technical feedback from test house / designers
- OE would like to run a test on the DHV rig using a LS RS 3.5 to find the zero pitch point / sprog margins. This would incur a cost of probably less than 2000 euros. Gerolf would supply the manpower and glider.
- JA suggests we involve all the testing bodies initially to discuss the idea.
- **Action:** OE to get costs.
- Produce incident report forms. (HG)
- Add place for safety director comments
- Define what minor/serious injuries are.
- The form will be replaced by an online data entry system.
- Revise and clarify some equipment requirements (Uprights, basebars)
- OE Change the wording on using steel cable when a non metallic basebar is used so that internal webbing could also be used.
- **Action:** Recommend suitable wording for S7A change to Plenary for approval
Proposed wording;

12.3.3 Control Bars (base tubes)

If a control bar is load bearing and made of materials other than metal, it must have an internal rigging cable that serves as a structural backup. The internal rigging cable can be of metallic or non-metallic material and must be strong enough to withstand the shock load from the lateral force of breaking an

undamaged control bar in flight. If a non-metallic control bar does not show clear evidence of an internal rigging cable (For example end pins or vibration when tapped) the pilot must supply a manufacturer's affidavit verifying the presence of a cable in the control bar tube.

- Continue work to establish recommendations to manufacturers and comp organizers (Raymond and Scott's initiative)
- Dealing with human factors, recommendations for selection of committees.
- RC made a short presentation on factors in accidents, taking items from accident database and experience and dividing them up into physical, mental, and equipment type incidents and adding them as simple lines in spreadsheets. This could be easily analysed to try and find solutions for many of the repeated incidents.

2) Data points

- Getting better data for safety and competition issues
 - o Pitch safety – Discuss and propose a plan to get real numbers.
 - o Incidents – Reports and data

3) Rule Changes

- i) Eligibility for Classes: From the steward report for the Women's and Rigid Wing Worlds: "3.4.5 only requires qualification on a hang glider for any hang glider class. Perhaps it should also say that if the qualification is in a class other than the one that the pilot is applying to fly in then his NAC should confirm that he has a minimum of 20 hours experience on that class of hang glider, irrespective of competition experience in other classes."

SC Recommendation to S7 SC

- ii) Sponsorship Logos: From the steward report for the Women's and Rigid Wing Worlds: "Consider adding rules or guidelines in the LR template for organisers to indicate if sponsor advertising or logos must be attached to competing gliders (in compliance with FAI Advertising Code), ie as part of the pilot/glider id number."
- iii) JS raised the point that a competing pilot may be sponsored by a rival to the competition sponsor. To be reviewed further.

- iv) Section 7 SC proposals: Review changes proposed by S7 SC (Annex 12) JA commented that a small group is needed to do some more work on clarifying the Class definition process. Suggestions include DP & JA. JS will ask Brian Porter to participate in the WG.

Conclusion:

All proposals are supported by the SC.

4) Class Definition

Appointment of WG to review S7A, Chapter 19 and identify gliders currently approved as Class 2.

5) Local Regulations template:

The Local Regulations template in S7a requires a review. A draft prepared by the CIVL Bureau will be circulated to the SC prior to the meeting. The recommendation

is that a small group is appointed to work on this immediately after the Plenary, liaising with the equivalent group in the PG SC. The final version should be ready to publish in S7 and as a downloadable document by 1 May 2011.

6) Review Local Regulations for Monte Cucco

LRs will be published at: http://www.fai.org/hang_gliding/LocalRegulations .

Approval decision to be ratified by the Plenary.

Concern about the documentation that needs to be supplied with uncertified gliders.

OE said it sometimes takes a long while to issue the documentation after testing is complete and that should only require the pitch and load test documentation to be presented. OE also suggested that if structural changes are made then a load test should also be required. Proposed wording to go to the Sporting Code SC.

Other small changes made to local regulations.

SC recommends approving the local regulations

7) Discussion points

Entry qualifications: Review of qualifications required for entry to HG Category 1 events, in conjunction with the proposal from Denmark: "Change of the HG Class 1 Qualification Rules". Plus the allied proposal to reduce the minimum number of pilots needed to validate a Cat 2 competition.

SC recommends to the plenary to modify the Danish Proposal to read 30+ pilots not 40+. And to reduce the minimum pilot requirement from 6 to zero.

Protest committee: Should there be something in S7 in the Cat 2 section, providing guidance on setting up a protest committee, at least for test events?

No conclusion on this specific point, but JS will write recommendations for Cat 1 organizers on how to handle elections of pilot committees in advance.

Action: JS writes recommendations.

Start gates: Steward suggestion that there should be a rule in S7a that: once a turnpoint has been taken, a pilot cannot go back and take a startgate again.

Alternatively, this could be an optional rule for LRs.

No Conclusion.

GPS units: Additional Steward suggestions: a) for mandating use of back-up gps unit and b) specifying a recommendation that pilots ensure latest software updates are uploaded to their gps units. Consider how to do this (Organiser responsibility? Add to Guidelines to Cat 1 Organisers doc? Add to documentation on Scoring?)

No strong support

8) Bid reviews

Review the bid from Australia to hold the 2013 World HG Championships.

Comments were made on the dates being too close to New Year/Christmas. Bill

Moyes will talk to the organising team to see if the dates can be slipped a week.

Some discussion was made on aerotow experience, what qualifications are accepted.

Aerotow practice would be available for the week preceding the competition.

Action: Update the BID material with new dates.

HG SC recommends the bid as being acceptable

9) Upcoming Category 1 Championships

What needs to be done, by whom?

10) Proposal: India Review of S7b Ch4 – rules for Cat 2 competitions

Proposal needs some more clarification before it can be discussed.

Additional discussion

What to do about helmets that have been modified , OE stated that some pilots drill holes, or cut away part of their helmets. Should there be something in local regs about this?

11) Round up/Report back

SC will start to use Skype to progress meetings during the year , continue to use tools such as googledocs until the new FAI collaborative tools are available.

Attendance HG Subcommittee (Part 1)

Siess	Herbert	Austria	HS
Askirk	Niels J.	Denmark	NA
Caux	Raymond	France	RC
Toralla	Alejandro	Guatemala	TA
Gutierrez	Juan	Guatemala	JG
De Keijzer	Koos	Netherlands	KDK
Ellefsen	Oyvind	Norway	OE
Aldridge	John	UK	JA
Coad	Peter	UK	PC
Pagen	Dennis	USA	DP
Sheldon	Jamie	USA	JS