



CIVL 2013 PLENARY – ANNEX 2 HANG GLIDING OPEN MEETING REPORT

Chair: OE

Session 1 Thursday 15:30-17:00 – Session 2 Friday 13:30 – 17:30

1. Fairness in Category 1 events. How to address the issue of pilots flying with modified gliders. How to enforce prototype rules.

Discussion:

Manufacturers represented in Forbes were positive to keep prototypes out of Cat 1's, but CIVL should promote to have Cat2's open for manufacturer pilots to fly protos so we do not stifle development even further.

Work on getting general measurements for certified gliders so the information can be used for stewards and possibly meet officials to check against gliders that are claimed to be protested.

Also need to figure out penalties for violation of certified glider rule, first need to work out the technical end of finding violations.

CIVL will never be able to check all details of all gliders due to cost and access to competent personell. Must start softly and step up in a similar way to sprogs. Propose a method where pilot witnesses and agrees to measures before any action is taken.

We will need to find local support for the Steward in case of disputes, maybe local NAC's can support with engineers already used to check aircraft as part of maintenance/yearly certifications/checks.

Actions:

- DP, JS, LL will work on getting a set of parameters to measure and procedures on how to do this.
- KT will work out a legal solution to allow prototypes in Cat 2 comps in Germany.
- OE to further seek cooperation from manufacturers and HGMA to keep all interested parties in the loop.

2. Sprog report

Positive feedback after Forbes, no complaints. Devices distributed to all teams (except USA), training of team leaders and pilots was successful.

Manufacturers willing to support information in glider manuals on how to measure angles in a CIVL compatible way.

Actions:

- DP: Penalties: there were no penalties, primarily because there is a mistake in S7a. When we did the work on cables, ballast etc, There has been some confusion. DP to provide references. S7a 12.7.2 to 12.3.4. The penalty paragraph under Ballast should be under 12.3.4 (structural limits) – housekeeping point only.

- KT will look into a workaround how to allow prototypes in Cat 2 comps in Germany, believes it to be possible.
- OE: Get the sprog data published on website, with glider release forms when available.

Proposal; S7a 12.7.2 to 12.3.4. The penalty paragraph under Ballast should be under 12.3.4 (structural limits)

3. Gliders allowed in Class 2 championships.

The Aerochopteryx glider is now proven to be foot launch and landable in nil wind, the manufacturer has posted video evidence online.

SC consensus to still allow class 5 gliders in class 2 for Annecy, but to discuss with Class 2 pilots in Annecy and get their input after comp.

Actions:

- OE inform manufacturer of Aerochopteryx.

4. Potential events in Air Games: should speed gliding and aerobatics be removed?

SC majority agree to not change anything but watch for future developments or lack of such.

5. Software adjustments (Annex 24).

Await input from SW SC, but we do support HG and PG to be separately dealt with as scoring options goes to reduce confusion among scorers and pilots.

6. Recommendation n°5 of the Competition Structure Working Group (Annex 20)

Discussion of sport class pilot definitions and qualification requirements, which were inadvertently left out of Section after Mexico meeting. Need to come up with qualification requirements – general consensus is that any pilot that has flown in a Cat 1 in the open class would not be allowed, unless that pilot was flying a kingposted glider. For now, speak with Annecy organizers and make sure they were counting on top pilots in the sport class. If not, then we require limitations in local regulations and make proposal to include sport pilot definitions and qualification requirements in Section 7 next plenary.

Actions:

- RC to get updated feedback from organizer.

7. Input to S7A, 2.29.2, clarify penalties for Airspace infringements

Clearly a need to clarify this, issue rose up again in Forbes, proposal from WG to S7A:

2.29.2 - The penalty for violation of published airspace restrictions shall be a warning for the first infringement of less than 100m by a pilot. For infringements greater than this or for subsequent infringements the pilot shall score zero for the day. A second infringement of less than 100m on the same flight, occurring more than 20 minutes after the first infringement, shall be considered as a second offence and result in a zero score. An infringement of less than 100m that lasts for more than 20 minutes duration shall be considered as two offences and incur a zero score. Pilots who have previously been penalised with zero for the day shall still be on a warning for future days. For infringements of special airspace boundaries that have been specified in the Local Regulations or during the task briefing the penalty shall be specified in the Local Regulations.

8. Review of last Cat1, safety and rules. (Helmets, harness, certification)

Discussion on the difficulties of deciding when to stop a task. Talked about safety ratings 1-2-3 – something good to include at mandatory safety briefing for Cat 1s.

Also discussed wind speed limits at Forbes and the possibility of having a portable weather station system with a visible display so that pilots can see for themselves, throughout the launch period, the strength of the wind.

Need to revisit the helmet task force (Invite Scott Barrett, Gerolf, Atilla and Gordon) to make a recommendation as to what other helmets standards should be accepted in addition to EN966) Propose to modify S7A so it's possible to include any positive results from task force.

Concern about culture that isn't focused on safety – so much belief at Forbes that tasks were unsafe, yet everyone was flying and not many were trying to put a stop to it.

Actions:

- SB – Coordinate helmet task force, review results from last task force. Might need to consult with outside experts.
- RC – Describe and promote the 1-2-3 system at Annecy.

Propose amendment to S7A;

12.6.3 All pilots competing in 1st Category events must wear a helmet certified to EN966 (HPG) or standards approved by CIVL as better than EN966 at all times whilst flying.

9. Gordon Rigg as technical member of the SC

Majority agree to have Gordon Rigg as new member.

Actions:

- OE to introduce Gordon to guidelines for SC members.

10. Workflow in the SC

Will be setting up system in Basecamp for use by SC for use during the year and will have Skype meetings every other month. First meeting 17. March, at 22:00 CET.

Actions:

- SC is to get its collective ass in front of Skype as agreed during the year.

11. Livetracking

From the combined meeting it was proposed that livetracking should be mandatory. Further discussions agree that the HG SC does not support this proposal for HG.

Proposal;
SC propose to not include mandatory livetracking in S7A.

12 Other issues discussed:

- Making direct connections standard for Cat 1
- Reviewed Mexican bid for HG Worlds – approved

Askirk	Niels Jørgen	Denmark	NJA
Caux	Raymond	France	RC
Tänzler	Klaus	Germany	KT
Guitierrez	Juan Manuel	Guatemala	JMG
Toralla	Guillermo	Guatemala	GT
Gutiérrez	Miguel	Mexico	MG
de Keijzer	Koos	Netherlands	KdK
Ellefsen	Oyvind	Norway	OE
Koller	Thomas	Switzerland	TK
Harris	Brian	Competition Coordinator	BH
Labrador	Lorenzo	United Kingdom	LL
Joselyn	Louise	Minutes Writer	LJ
Pagen	Dennis	USA	DP
Shelden	Jamie	USA	JS