



APPENDIX A – FEBRUARY 2012 PLENARY – CHINESE TAIPEI

Subcommittee or Working Group: HANG GLIDING	Date: February 16, 2012
Name: Dennis Pagen, Chair	

Summary of subcommittee activity since the last Plenary:

Wrote to manufactures inquiring about safety issues such as sprogs and sidewires.

Reviewed Steward's report from Turkey pre-Europeans.

Summary of recommendations/proposals/actions at last SC meeting:

Outline of planned activity for the coming year:

See action items below.

Issues of particular concern requiring action or response from others:

Action item: Jamie to inquire as to cost of sprog measuring devices in Australia.

Action item: Koos to discuss with Bureau who will measure sprogs at Forbes.

Action item: Dennis to create an outline for safety videos.

Action item: Jamie to discuss with other organizers methods for making competitions easier and less expensive to organize.

Action item: Koos and Raymond to develop "Fit to Fly" statement as a guideline for safety directors.

Action item: Raimond (Austria) to discuss with comp pilots in Bassano the proposal to drop a task.

Action item: Jamie to create Google form/Survey to get pilot feedback on proposal to drop a task.

*Fédération
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Subcommittee Meeting Minutes:

In attendance:

August Gudmunsson - Iceland

Dennis Pagen - US

Jamie Sheldon - US

Brian Harris - France

Koos de Keyzer - Netherlands

Nils Askirk - Denmark

Klaus Tanzler - Germany

Hamish Barker - Australia

Raymond Kaiser – Austria

Raymond Caux – France

Juan and Alejandro – Guatemala

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POSTSCRIPT:

Items highlighted in yellow are rule changes and have been extracted to the Rule Change section at the end of this report, which requires a 2/3 majority vote.

Items highlighted in grey were excluded from approval of this report, voted to be added to the main Plenary Agenda and voted on separately, see Plenary Minutes.

Australia Proposal 1: Background: The 2013 Hang Gliding World Championships will be held as an aerotow competition at Forbes, Australia. The experience of the test event in 2012 has determined that for some conditions such as wind and broken thermals, pilots have difficulty to remain within the start cylinder until the earliest briefed task start time. The existing section 7A rule 15.5.7.3 allows for the pilot to start early (i.e. "Jump the gun"), with a time penalty. However, the existing rule has two problems:

1. The penalty in the rule is that it is a TIME penalty. However, if no pilot reaches goal, a pilot who made a tactical decision to start early would suffer no score penalty since a time penalty does not matter when there is no goal reached.
2. The existing rule does not allow the task setter any freedom to allow for the conditions on the day, as the time penalty is a fixed multiple of 10 seconds per second that the pilot starts early, and that the maximum early start is 5 minutes.

The proposed change to this rule attempts to fix both of these problems and therefore allow future competitions (including the 2013 Hang Gliding Worlds) to set a task that better suits the conditions on the day, and in addition that in the case of no pilot in goal, that a tactical decision by a pilot to start before the defined earliest start time would not give that pilot an unfair advantage.

The rule change will require a minor modification to the FS scoring software (although could be done manually).

EXISTENT rule wording:

15. 5.7.3 Early start

Where a track log shows that the pilot started before the first permitted start time he shall be given a time penalty equal to 10 times the amount of time between his actual start time and the first permitted start time; this time penalty shall be added to his total task time. The maximum amount of early start for this rule to be applied is 5 minutes; any pilot starting earlier than 5 minutes before the first permitted start time shall be scored to minimum distance only. *The FS verification & scoring programme has an optional automatic feature to deal with infringements in accordance with this rule.*

NEW PROPOSED RULE WORDING:

15. 5.7.3 Early start

Where a track log shows that the pilot started before the first permitted start time he shall be given a points penalty equal to 1 penalty point per X seconds between his actual start time and the first permitted start time; X shall be 3 seconds but can be changed at the task briefing. Any pilot starting earlier than Y seconds before the first permitted start time shall be scored to minimum distance only. Y shall be 300 seconds but can be changed at the task briefing. *The FS verification & scoring programme has an optional automatic feature to deal with infringements in accordance with this rule.*

Discussion:

Will the max be variable daily or just the penalty variable?

Confusion as to whether this works for elapsed time tasks or only with start gate tasks. May not work to combine elapsed time and jump the gun.

Agreed to send request to the scoring committee. Straw vote taken - 5 in favor, none opposed, Raymond abstained.

Australia Proposal 2 – Request for a remote jury. Klaus wants to be sure that pilot fees will go down. Raimond suggests a small compensation for remote jurors – maybe 50 euros?

Proposal to approve use of 2 jurors working remotely as long as pilot entry fees reduced by A\$100. A straw vote taken – 5 in favor, 1 opposed – Koos motions that CIVL pay remote jurors 100 euros to be on standby – 5 in favor, Klaus abstained.

Australia Proposal 3 – Request to relax helmet requirements. Committee doesn't wish to entertain or endorse this proposal.

AGENDA ITEMS:

1. Safety Issues

a. Helmet standards – standards may not be accurate or appropriate for hang gliding, but we don't have a better standard at this point.

b. Side wires – Suggestion that we need to get the HGMA, etc. to work with the certifying body on standards, rather than the CIVL having specific rules for every issue (size wire diameter, for example). Raymond motion, Nils seconded that CIVL request testing bodies to examine the sidewire issue and see if there should be additional tests or requirements – unanimously approved. Dennis and Oyvind will write the email and this should happen within one month.

c. Sprog measuring policy

Discussed CIVL purchasing standard sprog measuring device for each team leader – either make it available to each country. Make it each country/team leader responsible with CIVL only spot checking during Cat 1 events. Need to come up with a system – 3-10 pilots per day, maybe top 2 for the task then a few random.

Jamie motioned, Koos seconded that: team leaders are responsible for their pilots being in compliance with sprog standards (CIVL will publish manufacturers or testing bodies' official settings and what device and method of measuring) and CIVL will spot check (system to be determined) – 7 for – unanimous

Nils motioned, Koos seconded that we require team leaders to provide to CIVL steward measurements for all of their pilots at the time of registration and that the numbers be published. 3 in favor, 2 opposed, 2 abstained.

Action item – Jamie to inquire about cost of measuring devices in Australia to have available for the worlds at CIVL expense. Will report to comp committee chair. Idea to spend a maximum of 500 euros for the devices.

Tolerances to be used: Klaus motioned, Jamie seconded that all gliders should comply with certified standards with a tolerance (measuring error) of 1 degree. 5 in favor, 1 opposed

If we are going to continue sprog measurement/control, who will do it at Forbes??
Action item for Koos to contact Flip to see what the option are. Completed.
Action item for Koos to discuss with the Bureau who will measure sprogs at Forbes.

d. Cable in the keel – Add to the letter to testing houses to inquire about this. But, not confident that we will have an answer either way.

2. Hang gliding bids

No bids received for 2014 Continental championships. Intention to bid from France for WW and HG Classes 2&5.

We want Plenary to be clear on the fact that we have no bids. What to do?? We MUST make things simpler and less expensive for organizers. We DON'T want to require trackers in HG. Discussed the method of bidding and that bidder doesn't need to be at the Plenary. Suggested a new form of bidding whereby bidder does not attend the Plenary meeting but presents a video package and is on call for questions.

Local rules template – Discussed creating a universal template, with organizers only making necessary changes by petition to HG subcommittee.

Discussed the idea of PWC type CIVL organizer/director/scorer/etc. – professional team that can go into any country and organize a championship.

Discussed providing safety videos for organizers for use at the mandatory briefing.

Dennis – Action item to create an outline for safety videos.

Jamie – Action item to discuss with other organizers methods of making meets cheaper and easier to organize. If significant changes are made, they must be communicated to the competition community to encourage more organizers.

How to encourage more bids: making Cat 1s easier to bid for, and easier (lower cost) to run; making them more attractive (multi-discipline, different structure etc).

3. Upcoming Category 1 Championships. What needs to be done, by whom? Local Regulations. Sprog checking procedures.

Need to determine who will do the sprog measuring (see above). When that is determined, will formulate a plan for random checking. Dennis appointed Koos to head up a working group to check the local rules. Sprog penalties set by meet director.

For Turkey – Claudia will be measuring

4. Any rule change proposal stemming from jury/steward reports

i. Steward report suggests that task types in S7 for "Race to Goal", "Elapsed Time", etc (see 2.25.1) should be changed to match the ones used by FS software. SC should check this to determine what they want to see in S7.

Suggestion that we send this to the scoring committee.

ii. Steward has asked for recommendation to be put in S7 on how to deal with protests in a Cat 2 (Test) event ? The rules currently do not specify formation of a Jury or equivalent.

Suggestion that the pilots nominate and vote on a jury consisting of 3 pilots – can be anyone but competitors, meet director or safety director.

Koos motioned, Jamie seconded that meet organizer may form a jury of three non-competing individuals, or the steward will supply a contact list of trained jury members to rule on a protest. Voted and approved.
(Moved/duplicated in rules document)

iii. Require medical "clearance" for pilots to continue a comp after an (serious?) accident. This was discussed in 2011, but has been raised again by the Steward.

Suggestion to focus on education. Consider an educational video as part of the safety briefing information. Action item Koos and Raymond to develop a clear "Fit to Fly" statement of medical safety as a guideline for Stewards to use in helping safety directors make decisions on allowing a pilot to fly.

iv. Compensation for stewards for up to 2 days prior to the competition. This was approved in the 2011 Plenary, is in the handbook but is not in the rules (2.8.6.2)

Motion by Jamie and second by Raymond (Austria) to approve this and add 25 euros per day compensation for jury members at Cat 1 competitions. Voted and approved.

5. Additional proposals from delegates relevant to HG

Bulgaria Proposal 5: Introduction of discards in Cat 1 events – This is not S7b specific, so SC should decide whether it should be.

Discussed and it was decided that we need feedback from competition pilots. Action item for Raimond to take the question to Bassano and continue the process. Action item for Jamie to create a Google Form/Survey, published in Oz Report to get pilot feedback.

6. Governance

Review rules in S7a that mention test certification bodies. EN is the only independent testing body. DHV and BHPA are also federations. HGMA is a manufacturers association. Consider how to improve communication and cooperation between these groups and CIVL, for ongoing dialogue on safety and HG development issues.

No need to add EN to this list because they don't have a standard for hang gliders. Reviewed, no changes recommended.

7. Consider the minimum number of participants and the qualification criteria for Sport classes. In 2011 the minimum number was removed for Class 1 gliders, not for Sport Class or Class 5. Also the HG nation allocation rules seem more complex than the PG ones. Would it make sense to harmonize/simplify these?

Motion to change 4.3.1 to read: The minimum number of competitors required to validate a Category 2 event shall be stated in the Local Regulations for that event. (eliminate the final portion of the sentence)

Changed second sentence: If places are still available at the deadline given in LRs, these are offered in the nation WPRS order *at that deadline date* to those nations who have already entered X. (italicized portion added)

8. HG SC should consider renaming the (header of) 1.5.2 to "Wheels and other launch aids" as that's what this rule really is about. **Approved by unanimous vote.**

Discussion of allowing for a sport class world championships.

Committee suggests advocating the combination of Classes 2, 5, women and sport class Cat 1 events. (Add this to section 2.22.2)

Part 2: HG Subcommittee Section 7A Change proposals

(Added) 7.2.1 – Protest Committee for Test Competitions: Competition Organizers must form a jury of three individuals to serve as a protest committee. The jury may consist of trained jury members supplied by the CIVL Steward and those jury members may rule on a protest as a remote jury.

2.8.6.2 (Current): By CIVL The CIVL is responsible for payment to the steward at 1st Category events and authorised test events of €50 per scheduled competition day, up to a maximum of 14 days. This payment is to be made after a correctly completed expenses form is submitted to the FAI Secretariat and approved as required by current CIVL procedures.

2.8.6.2 (New): By CIVL: The CIVL is responsible for payment to the steward at 1st Category events and authorised test events of €50 per scheduled competition day, up to a maximum of 16 days, including up to two days prior to the start of the event. The CIVL is responsible for payment to the jury members at 1st Category events and authorised test events of €25 per scheduled competition day, up to a maximum of 14 days. These payments are to be made after a correctly completed expenses form is submitted to the FAI Secretariat and approved as required by current CIVL procedures.

4.3.1 (Current) Minimum Numbers: The minimum number of competitors required to validate a Category 2 event shall be stated in the Local Regulations for that event but shall not be less than 6 in both Sport Class as well as Class 5 events.

4.3.1 (New) Minimum Numbers: The minimum number of competitors required to validate a Category 2 event shall be stated in the Local Regulations.

3.2.2 (Current) Limited Pilot Numbers

Where pilot numbers need to be limited by site considerations:

- a. The qualification criteria are to be defined in the Local Regulations. The criteria are adjustable according to the standard of the competition (a 1st Category World event can be very different to an Asian Continental one) and take into account the site capacity and the number of pilots wanted. This is done by adjusting the qualification level for entry e.g. the top X number (500, 1000, 2000 etc) of the WPRS or X km (60, 80, 100 etc) goal flight achieved in Category 2 competition).
- b. The allocation of places starts with: X (+2 female if appropriate) to all nations; X to be decided by the Bureau after discussion with organiser and steward. If places are still available at a deadline given in LRs these are offered in the nation WPRS order to those nations who have already entered X. If that round is completed and places are still available another round commences until the maximum entry is reached. If any round of allocation is incomplete then the pilots entered in that round are not considered to be part of the national team. If any nation gets places for more than the 6 (or 6+2) maximum team size (Rule 3.1) then those additional pilots are also considered as individual entries.
- c. Where a reallocation process is part of the entry rules the date for pilot qualification to be complete is to be the same as the date for commencing reallocation.

3.2.2 (New) Limited Pilot Numbers

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- b. The allocation of places starts with: X (+2 female if appropriate) to all nations; X to be decided by the Bureau after discussion with organiser and steward. If places are still available at a deadline given in LRs these are offered in the nation WPRS order, **at that deadline date**, to those nations who have already entered X. If that round is completed and places are still available another round commences until the maximum entry is reached. If any round of allocation is incomplete then the pilots

entered in that round are not considered to be part of the national team. If any nation gets places for more than the 6 (or 6+2) maximum team size (Rule 3.1) then those additional pilots are also considered as individual entries.

c. Where a reallocation process is part of the entry rules the date for pilot qualification to be complete is to be the same as the date for commencing reallocation.

1.5.2 (Current) Start of hang glider flight

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aero-tow, winch launch, etc.) except that:

1.5.2 (New) Wheels and other launch aids (only changed heading)

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aero-tow, winch launch, etc.) except that:

2.22.2 (Current) Multiple Class Events

If a championship is held in more than one class, each class shall be regarded as a championship in its own right and the organisers must, as far as possible, avoid interference of one class by another, except Category 1 Championship Organisers are strongly recommended to run Classes 2 and 5 concurrently, as long as safety is not compromised. Competition Organisers are encouraged to bid for both these class championships simultaneously.

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If a championship is held in more than one class, each class shall be regarded as a championship in its own right and the organisers must, as far as possible, avoid interference of one class by another, except Category 1 Championship Organisers are strongly recommended to run Classes 2 and 5 concurrently, **as well as Women's and Sport Class**, as long as safety is not compromised. Competition Organisers are encouraged to bid for **(the word BOTH removed)** these class championships simultaneously.

15. 5.7.3 (Current) Early start

Where a track log shows that the pilot started before the first permitted start time he shall be given a time penalty equal to 10 times the amount of time between his actual start time and the first permitted start time; this time penalty shall be added to his total task time. The maximum amount of early start for this rule to be applied is 5 minutes; any pilot starting earlier than 5 minutes before the first permitted start time shall be scored to minimum distance only. *The FS verification & scoring programme has an optional automatic feature to deal with infringements in accordance with this rule.*

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