

FAI International Hang Gliding Commission (CIVL)

Annual Meeting, Kranj, Slovenia. March 14 — 16 1997

Secretary's note: *proposers and seconders of non-controversial motions have been omitted in the interests of brevity. Papers which accompany these minutes as annexes carry the same number as the related minute. Abbreviations: HG = hang gliding, PG = paragliding, IOC = International Olympic Committee, PWC = Paragliding World Cup, WHGS = World Hang Gliding Series.*

For simplicity these minutes are recorded here in agenda order, which occasionally differed from the order of business.

The meeting was opened by the President, Per Christian Dæhlin, at 10.15 hrs.

1 Welcome and roll-call, proxies and apologies for absence

Delegates, Alternates and Observers were welcomed to the meeting and all credentials approved. Twenty seven votes were verified. Canada had elected UK to carry the Canadian proxy. Countries represented were:

Australia, Austria, China, Chinese Taipei, Croatia, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Japan, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russia, Slovak Republic, Slovenia, South Africa, Spain, Sweden, Switzerland, Turkey, UK, USA.

The FAI was represented by Thierry Montigneaux (Secretariat) and Srecko Medven (WAG Air Sports Co-ordinator)

Not all of these attended throughout, and some were represented only by Observers.

Apologies were received from Stewart Midwinter (Canada), Thomas Mächtel (Liechtenstein) Thomas Bosshard (Switzerland) and Ann Welch (UK).

See attached list (Annex 1) for full details of all present.

2 Approval of Agenda

Additions: Item 12a: *add* Italy (Monte Cucco); Item 13: *add* item re Sporting code (Ann Welch, UK). This item had been originally submitted to Dæhlin during the FAI General Conference and was inadvertently omitted from the Agenda; Item 30: Further revision to budget.

The Agenda was then approved: unanimous

3 Minutes of last meeting (Marly-le-Roi, France 1996)

Item 13: Sporting Code — Definitions of hang gliders. President Dæhlin confirmed that the revisions approved by CIVL had now been approved by CASI.

The omission of the apology for absence received from Thomas Bosshard (Switzerland) was noted and corrected.

The minutes were amended and approved: unanimous

4 FAI activity report

Thierry Montigneaux presented a brief report on the FAI's activities during 1996

- Membership continues to grow. Columbia has applied for full membership, which will make life easier for their pilots who have had difficulty in getting Sporting Licences.
- The General Conference had also been held in Slovenia (Bled). There was lively discussion of all categories of air sports, especially regarding solar and electric power. New rules are being introduced to cover these developments.
- The Statutes have been revised. The main feature of the revision introduced the possibility of extending the term of office of the FAI President.
- The FAI presence on the Internet is becoming increasingly important. The Web Site is proving very popular, as is the rapid transfer of information via e-mail for record information etc. (Web: <http://www.fai.org/~fai>)
- The matter of insurance for officials at FAI events is under active discussion and a report is due soon. (See also Item 16 in these minutes)

5 Report on CIVL activity during the past year

Dæhlin opened by thanking the Bureau and everyone who had been active on behalf of CIVL. He was sorry that family illness prevented Ann Welch from being present for the first time.

He was aware that in spite of all the effort which people had made, there is a limit to what can be achieved by volunteer help alone, and he was dissatisfied with certain levels of achievement. However, now that CIVL had built up a small financial reserve, we could hire a certain amount of professional help. Accordingly, Sarah Fenwick had been engaged to assist in the administration and promotion of CIVL.

Dæhlin was concerned that subscription fees to FAI had not increased for several years. Although the FAI Secretariat in Paris is smaller than may be expected for an international body with wide-ranging responsibility, there was now a shortage of cash. Proposals had been made which may lead FAI to seek access to income resources which are now used by the Commissions. We must be aware of this and be prepared to resist it.

The matter of the rights to FAI sporting events is a hot topic at present. (See also item 13 in these minutes.)

Dæhlin announced that that he wished to retire. He had now been President for five years and felt that he was 'running out of steam'. Also, he had recently married and naturally would have less time to devote to CIVL/FAI. He asked the Meeting to start the search for a new President. Further, he hoped we would approve an increase in the number of Vice-Presidents from three to four so that the workload could be spread further and it would be easier to form a quorum for Bureau meetings. Long-serving VP Paul Mollison (Australia) had also given notice of retirement, so the Meeting would therefore need to find two new Vice Presidents.

6 Reports from Subcommittee Chairmen and Technical Officers

6a World Hang Gliding Series. Dennis Pagen (USA)

Pagen circulated a comprehensive report (See Annex 6a to these minutes). The overall aim is to do for Hang Gliding what PWC is achieving for Paragliding. Four competitions were held during the season, some better than others. Many enthusiastic pilots now. TV companies seriously interested. Four full meetings planned for 1997, plus a full-scale trial in Korea. Prize money becoming significant. For example, \$10,000 prize fund for the round to be held in Greece.

Questions: (Heinrich, Austria): Why didn't more good pilots enter? Is the competition schedule already too crowded?

Pagen: Our schedule was rather late and we had some growing pains with the rules.

Heinrich: suggested more co-operation with existing organizers to work together. E.g. with German Open, etc.

Pagen: Very much in favor of doing this, but so far it had not been possible. WHGS must also spread to other parts of the world. The series is still new, there are problems but they are being resolved all the time as experience is gained.

6b.1 Section 7

An item was received from Ann Welch (UK). This is dealt with under agenda item 13.

6b.2 Paragliding competition Howard Travers (UK)

Travers requested more input from the Delegates for ideas for improvement of PG competitions. He was concerned that the needs of the pilots were becoming overlooked. He also thought that the detail of what would be provided at certain competitions was insufficient and proposed that bids needed to give more attention to such detail.

6b.3 Hang gliding competition: Paul Mollison (Australia)

Mollison reported that there had been considerable development in scoring and ranking. This was all to be covered formally in other parts of agenda.

6b.4 Safety and training Klaus Tänzler (Germany), supported by Martin Jursa (Austria)

Tänzler presented his report (Annex 6d, part 1) on a busy year, which shows progress in several areas. These include Airworthiness, Harmonisation of Training standards and use of the Internet for rapid communication of safety notices. Jursa presented a retrospective of the progress being made on Hang Glider and Paraglider testing standards (Annex 6d, part 2).

6b.5 Records and badges Stewart Midwinter (Canada)

Midwinter was unable to be present, but had sent his report (Annex 6e). This confirms the usefulness of the Internet. He looks forward to the forthcoming revision of the Sporting Code and comments on the small number of world records that are set during Championships. His committee welcomes constructive suggestions from all sources.

6b.6 Flight verification — barographs and instrumentation Per Arne Soldal (Norway)

Soldal's report is Annex 6f. 1996 was a busy year for the Chairman, with 6 instruments from 5 manufacturers being under test. The test procedure is being revised and manufacturers will shortly be advised formally of this.

In response to a question from Travers, Soldal confirmed that software modifications and upgrades were sometimes introduced by manufacturers after testing. In such cases the approval still applied, as long as the manufacturer presented a statement confirming that the barographic function of the model was not affected.

6b.7 Business Sepp Himberger (Austria)

Himberger gave a vigorous presentation. He warned about how sports sponsorship world-wide is reducing compared with social and cultural sponsorship. It is vital that we become ever more professional so that sponsors see that we can give value for money. Receiving sponsorship means giving value — otherwise it is just a donation.

Youth sports are currently attractive to the media: beach volleyball, snowboarding etc. We are a fringe sport, running generally unspectacular events. Must be more publicity conscious. We rejected the Winter Olympics years ago, but should be very glad to join them now. We must concentrate on event management and co-operation with industry organizations, to the maximum possible degree.

6b.8 World Air Games Zlato Vanic (Slovenia)

The 1996 trial competitions had been successful, but with small entries. The GAP scoring system was used but the variables had not been set to best effect. Problems remain concerning the use of radio, and this has yet to be settled satisfactorily with the Turkish authorities. Team sizes for HG and PG are confirmed as 6 + 2. Full discussion was postponed as the WAG is Agenda Item 27.

6c Reports from 1995 Working Group Chairmen**6c.1 Scoring Systems** Robin Hamilton (UK)

There was no formal report. The item appears as Agenda item 23.

6c.2 Ranking Systems Paul Mollison (Australia)

Result-gathering is the problem. Returns from HG competitions was now quite good, but PG still slow. So far, 800 pilots are registered. Many of the problems are those anticipated: identifying pilots, obtaining results, particularly from European competitions. Dæhlin assured Mollison that Sarah Fenwick would be available to give time to helping to operate the systems efficiently. It is a high-priority process.

6d Reports from Liaison officers**6d.1 PWC Liaison** Per Christian Dæhlin

Liaison is good. Olivier Burghelle (PWC President) attends CIVL Bureau meetings and Dæhlin attends PWC meetings.. His overview of the current development of PWC appears on page 18 of the recently published *CIVL-Info 96*.

6d.2 Medical

There was no medical report this year.

7 Co-operation on use of contest numbers

Olivier Burghelle (France) reported that the idea remained good but that practical difficulties had prevented significant progress. No action was planned at present.

8 Reviews of past Championships**8a European Hang Gliding Championships**

See report from Jury president Ann Welch (UK) in the Agenda. This draws attention to the problems that were experienced with the scoring system and to the difficulties which arose from the attempt to admit guest pilots who were not from continents other than Europe. Welch's list of items for consideration at the end of her report must be studied by CIVL.

8b European Paragliding Championships, Norway

Jury President Whittall's (UK) report was included with the Agenda. It had not been possible to select a Champion because of bad weather throughout the competition period. However, he stressed that the organization was generally good and the failure was beyond the control of the Norwegian Aero Club. Detail problems with the scoring system will be resolved in current reviews and the protocols for 'aerial starts' must be more tightly defined.

Stewards reports (Zlato Vanic) from both the above events and the World Air Games Test Competitions were also to be found in the Agenda.

9 Decisions made by CIVL Bureau during the last period

The main decision was that of appointing a professional staff assistant for CIVL (Sarah Fenwick).

This decision was approved by unanimous vote.

10 Accounts and balance sheet

The revised accounts were presented and accepted unaltered (see Annex 10). Treasurer Bowyer (UK) reported that both income and expenditure were satisfactory, but we would have to remain vigilant because of staff costs for the first time. The revised balance sheet is Annex 10 to these minutes.

11 Appointment of Chairmen of Working Groups

Hang Gliding (bids): Paul Mollison (Australia)

Hang Gliding (Local regulations): Dennis Pagen (USA)

Paragliding: Howard Travers (UK)

Section 7: Noel Whittall

Safety: Klaus Tänzler (Germany)

CIVL-Organizers: Howard Travers

12 Presentation of bids for 1998 Championships

1999 Paragliding World Championships: Austria

1999 Hang Gliding World Championships: Italy; Slovenia; USA

After the bids were presented, they were scrutinized by panels of experts before being admitted to the voting process.

See Item 26 of these Minutes

13 The Sporting Code Section 7

13.a Proposals re revision of Sporting Code

A full revision of the Sporting Code Section 7 is required. There is general opinion that the existing version has evolved to a stage where it is not as clear or logical as it should be. Dæhlin asked Whittall to seek practical ways achieving the revision. There had already been extensive input from Midwinter, with more promised shortly from Mollison. Whittall proposed to gather input from all interested parties and to produce a draft in time for the autumn 1997 Bureau meeting. This would then be finally edited for presentation at CIVL 1998. Target date for the new version to become effective is 1 October 1998.

Where necessary, requirements for Delta and Eagle badges will be revised, as will Class Definitions. The Section 7 revision will be a major work which will hopefully serve for as long as the current version and its predecessors.

Where possible, input will be gathered via the Internet, and an 'electronic committee' system will operate. Montigneaux will set this up from FAI Paris. Full details will follow, but meanwhile all interested parties are invited to submit ideas direct to Whittall or Midwinter.

The meeting voted in favour of these proposals: unanimous

13.b Rights to FAI sporting events

The question of the ownership and control of rights (advertising concessions, promotions etc.) to FAI events is being considered at present, (See paper by Eilif Ness, FAI President, in Agenda annex 3). This is a small problem at present, but important principles are being established and we must do things correctly. Delegates are requested to send their ideas to the Secretary in writing as soon as possible.

Dubach: The problem is not who has the rights, but in getting the coverage at all.

Dæhlin: Yes, thjere is no point in arguing over money that is not there! But we must also look to the future.

14 Size and composition of Bureau

Bureau proposed that the number of Vice Presidents be increased by one, to a total of four.

Passed: unanimously

15 Safety-related proposals from Fred Wilson, Canada

These appear in as annexes to the Agenda. Briefly, there are three proposals, concerning:

- standardisation of accident-damage reporting
- maintenance of lists of manufacturers' safety and recall notices
- a proposed form of disclaimer pertaining to hang-glider towing

These items were first considered by the Safety and Training working group. Tänzler's report is Annex 15 to these Minutes. The first two proposals had the support of his group. He proposed to ask Wilson to assist with the collation of accident statistics. The list of manufacturers' safety and recall notices will be developed via Internet. It is a development of work done at Augusburg last year. However, problems exist concerning disclaimers, and at present these should be a matter for local development because different countries have different laws.

Tänzler's recommendations were accepted: unanimous

16 World-wide insurance cover

Sepp Himberger (Austria) had been in contact with the insurance company CIGNA International. His paper concerning this is an annex to the Agenda. The proposal is that CIGNA and CIVL would co-operate to encourage NACs to place their insurance business with CIGNA. In return CIVL would receive benefits in the form of free liability insurance for officials and Championship organizers and a one-percent commission on international premium income.

Himberger's paper should be studied in detail. The scheme has attractions and there was substantial interest from the floor. Himberger will maintain contact with CIGNA and report to Bureau in due course. Dæhlin thanked Himberger. No formal vote was taken.

17 Publicity at Hang Gliding Championships

Marton Ordody (Hungary) expanded on his ideas for competition and publicity (See Agenda Annex 3). He appealed for more use of air-to-air and air-to-ground video, and for a simple scoring system which is easily understood. He stated that running tow-launched events was attractive to the press — easier to focus on an airfield than different take-off areas on mountains. He suggested that the once-common system of flying in groups from which finalists are selected still had advantages.

Suchanek (Czech) commented that two distinct types of competition are needed: one designed for public appeal and the other purely to maximize XC soaring. They should not be mixed.

Ordody stated that he would run a Category 2 event this year to test his ideas. This was welcomed and no vote was considered necessary.

18 Number of pilots who contribute to team scores

Section 7, 5.33.5

Currently, team placings in Championships are calculated after each task by counting the scores of the three highest-scoring pilots in each team. France proposed that this number should be increased to two less than the maximum team size admitted to the Championship.

UK submitted a counter-proposal for an increase to 50% of the maximum, rounded up to the nearest whole number, the minimum to be three.

The French proposal failed: for 3; against 22

The UK proposal was accepted: for 18; against 9

The meeting determined that this change may apply to events for which Local Regulations were being approved at this meeting, provided that the Organizer agrees.

19 Open Class / Hang Gliders Class 4

Burghelle (France) asked for clarification of the border between the new Class 4 hang gliders and ultra-light sailplanes. Apparently some Class 4 aircraft are not recognised as hang gliders by the French aviation authorities.

Bureau confirmed that beyond the requirement that foot-launch/landing capability is a feature of the design, there are no restrictions in Class 4. Further restrictions may be imposed by national authorities, but that is then an internal matter and not something CIVL can control. The Gliding Commission may be able to help the French resolve their problem. Further discussion of classes was deferred for discussion in later Agenda items.

20 and 21 Jury/Steward job descriptions

Pagen (USA) introduced Machtel's (Liechtenstein) papers, which he had also edited (See Agenda Annexes).

Heinrich suggested that a form for Pilots' Report should be added. Himberger requested definition of the term 'Safety Director'. Dubach stressed the desirability of the Steward contacting the Organiser/Meet Director at the earliest possible opportunity before a Championship, so that problems can be identified and resolved.

The papers will be published in the form of an advisory booklet.

Adopted: unanimous

22 CIVL Information for Organisers

Travers showed an extract of a draft which is in course of preparation.

23 Revision of the International Scoring System

Mollison reported that experience with the GAP system was generally satisfactory so far and proposed that it should be adopted for all FAI Championships. Organizers of Category 2 events should be encouraged to use it. He made these points:

- Modifications would be needed from time-to-time, but they will be incorporated on an annual basis only.
- Two documents are to be produced. One will define the system and the other will specify the mathematics.
- User-software is being developed by the German Hang Gliding Federation (DHV). The budget for this is 10,000 Swiss francs. DHV will donate half of this; CIVL, the rest.
- The complete system will be made available on Internet, free of charge.

Dubach (Switzerland) proposed that it should be used immediately for Classes 1 and 2, but that further study was needed before adopting it for Class 3 (Paragliders). The proposal was not seconded.

The Proposal to adopt GAP for all XC Championships was adopted.

for 23; against 2

24 Championships 1997-8 — Consideration of Local Regulations, appointment of International Juries and Stewards etc.

Secretary's note: The FAI/CIVL Officials will be appointed by Bureau later.

24a 1997 Hang Gliding World Championships (Class 1) Forbes, Australia (Jan '98)

Pagen: Problems which arose at the Pre-Worlds meeting had been identified and the complaints were now satisfied. Changes to Local Regulations are minor.

Local Regulations Check: Pagen

24b 1998 European Paragliding Championships, Piedrahita, Spain

Travers: GAP scoring system to be used. No apparent problems.

Local Regulations Check: Travers

24c 1998 European Hang Gliding Championships, Podbresova, Slovakia

Pagen: OK. Original announcement of officials was premature.

Local Regulations Check: Thomas

24d 1998 World Female HG Championships. Aero-tow. Hungary

Pagen: Local Regulations will be similar to those used at Europeans this year.
Will discuss further with Organizer (Marton Ordody) at end of summer.

Local Regulations Check: Pagen

All the above Local Regulations and proposals were accepted unopposed.

24e (supplementary item) World Paragliding Championships, Castehon de Sos, Spain

The date had been moved by one week to July 9 — 26

25 Preliminary presentation of bids for 2000 and onwards

Declarations of interest were made as follows;

Hang Gliding Pan-American Championships, Class 1. 2000

USA — *Dinosaur Women's Hang Gliding World Championships. 2000*

Greece

26 Evaluation and awarding of bids for 1999 Championships

26a *World Hang Gliding, Class 1.*

(See also Minute 12) Strong bids were received from Italy, Slovenia, USA. They were all judged satisfactory by the Examination Panel.

After secret ballot the voting was:

Italy 18, Slovenia 4, USA 6

Italy was awarded the Championships

26c *World Paragliding 1998*

The only bid was from Austria. This was approved by the panel and the Championships awarded to Austria.

27 *1st World Air Games Hang Gliding/Paragliding, Turkey 1997*

Srecko Medven showed a brief film promoting the World Air Games. This was impressive, and very well received by the Meeting. Pagen announced that arrangements appeared satisfactory. Some discussion had been necessary to define the policy concerning rest days.

See also Vanic's reports in Annex 2 of the Agenda.

28 Sporting Calendar

See Agenda , Annex 1

29 1996 CIVL Awards

FAI Hang Gliding Diploma:

Etsushi Matsuo and Yoshiki Oka, Japan

In exceptional circumstances, Bureau recommended the award of two Diplomas for 1997. Originally Oka's nomination had been for the Pepê Lopes Medal, but the Japan Aeronautic Association agreed to alter the nomination. Bureau were aware of the contributions to the sport which both Matsuo and Oka had made, starting with World Championships in Japan in 1981. Because no Diploma was awarded in 1995, there was effectively a 'spare' one which has been used in this case.

The decision is subject to approval by FAI Council. Awarded: unanimously

Pepê Lopes Medal: Hungary nominated Adrian Mahovics for his efforts to save the life of a tug pilot during the 1996 Pre-European competition.

Awarded: unanimously

The full citations are Annex 5 of the Agenda

30 Budgets

Treasurer Bowyer introduced the amended 1997 budget (Annex 30). He commented that if Dæhlin retired next year, there would be implications for the budget because of the generous support that was received from the Norwegian Aero Club. He requested that the 1998 budget be treated as a working document which would be subject to alteration.

Approved: unanimously

31 Elections of CIVL Bureau

President Dæhlin had announced his intention of retiring, but no successor would stand for nomination, so he was prevailed upon to stand for a further year. This, he said, would definitely be his last. He observed that the FAI requirement for Presidents and Vice-Presidents to be Delegates may be excluding some able people from office and that he would be seeing if this could be changed to admit Alternates.

After the correct nomination procedure, the following officers were unopposed. Consequently they were elected by acclamation:

President: Per Christian Dæhlin

Vice Presidents: Olivier Burghelle, Dennis Pagen, Per Jutemar, Howard Travers

Treasurer: Jim Bowyer

Secretary: Noel Whittall

31 Date and venue of next meeting

An invitation was received from Portugal for the meeting to be held in Sintra, close to Lisbon as the alternative to Paris.

The Meeting voted not to go to Paris, (for, 7; against, 20) and therefore we have pleasure in accepting the invitation from Portugal.

The exact dates of the meeting will be decided by Bureau and announced in October. It will be in mid-to-late March 1998.

31 Any other business

There was no other business.

Close

The President closed the meeting at lunchtime on Sunday 16 March and thanked the Zlato Vanic and the Slovenian Aero Club for the excellent arrangements. He also thanked Paul Mollison, retiring Vice President for his work and support during the years

These minutes recorded by Noel Whittall, Secretary, and approved by Per Christian Dæhlin, President.

21.03.97

List of Annexes

Annex 1: List of attendance

Annex 6A: World Hang Gliding Series report

Annex 6D: Safety and Training, parts 1 and 2

Annex 6E: Records and Badges

Annex 6F: Flight Verification

Annex 10: Finances

Annex 15: Safety-related matters

Annex 6a

The FAI World Hang Gliding Series 1996 Annual Report

Murray Rose, Vice President FAI World Hang Gliding Series, Media & Sponsorship Director

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Background

The FAI World Hang Gliding Series was officially formed at the 1995 FAI/CIVL Plenary meeting at Ager, Spain.

The primary objectives of the WHGS are:

- to gain recognition for Hang Gliding with the wider public as a credible activity and thereby stimulate interest and growth in an otherwise static sport.
- The WHGS recognises that the sport has to stimulate this interest with growth against stiff competition. There are many emergent, exciting and very fashionable leisure pastimes all competing for fresh membership from a finite resource.
- to organise an annual world series of Category 2 competitions open to national teams, constructors' teams, independent teams & individual pilots.

The series is a competition circuit designed to provide all pilots with the opportunity to develop their competitive skills at International level on a regular year-round basis.

The competition structure has three formats. Along with the conventional Cross Country format, the WHGS has brought Speed Gliding and Freestyle into the Series. To gain the maximum exposure to the target audience, each format is designed to make the sport more attractive and accessible to the TV media.

The 1996 series

1996 was the proof of concept year in which Freestyle was present as a demonstration event.

Three WHGS Grand Prix were held in Spain - Castejon de Sos, Granada and Piedrahita, and one event was held in Predvor, Slovenia. The Series attracted 68 entries from 17 countries.

Castejon de Sos - June 8th to 14th - Spain - 10 Tasks - 17 pilots.

Speed Gliding

1st - Gordon Rigg - Moyes - GB

2nd - Gerard Thevenot - La Mouette - Luxembourg

3rd - Guido Gehrmarm - La Mouette - Germany

Cross Country

1st - Gerard Thevenot - La Mouette - Luxembourg

2nd - Guido Gehrniann - La Mouette - Germany

3rd - Sandy Dittmar - Airwave - Venezuela

Granada - June 16th to 22nd - Spain - 6 Tasks - 18 pilots

Speed Gliding

- 1st - Guido Gehrman - La Mouette - Germany
- 2nd - Gerard Thevenot - La Mouette - Luxembourg
- 3rd - Oleg Bondarchuk - La Mouette - Ukraine

Cross Country

- 1st - Sandy Dittmar - AirWave - Venezuela
- 2nd - Gordon Rigg - Moyes - GB
- 3rd - Alan Barnes - Icaro - New Zealand

Piedrahita - June 23rd to 29th - Spain - 12 Tasks - 44 pilots

Speed Gliding

- 1st - Shaun Kimberley - Airwave - GB
- 2nd - Mike Stephens - Avian - GB
- 3rd - Oleg Bondarchuk - La Mouette - Ukraine

Cross Country

- 1st - Gordon Rigg - Moyes - GB
- 2nd - Gerard Thevenot - La Mouette - Luxembourg
- 3rd - Shaun Kimberley - Airwave - GB

Predvor - August 20th to 25th - Slovenia - 4 Tasks - 20 pilots - Cross Country only

Cross country

- 1st - Manfred Ruhmer - Icaro - Austria
- 2nd - Guido Gehrman - La Mouette - Germany
- 3rd - Gerard Thevenot - La Mouette - Luxembourg

1996 FAI World Hang Gliding Series Final Results

Speed Gliding

Pilots' Cup

- 1st - Gerard Thevenot - La Mouette - Luxembourg
- 2nd - Oleg Bondarchuk - La Mouette - Ukraine
- 3rd - Guido Gehrman - La Mouette - Germany

Constructors' Cup

- 1st - La Mouette
- 2nd - Moyes

3rd - Avian

Nations

1st - Great Britain

2nd - Ukraine

3rd - Luxembourg

Cross Country Pilots' Cup:

1st - Guido Gehrman - La Mouette - Germany

2nd - Gerard Thevenot - La Mouette - Luxembourg

3rd - Gordon Rigg - Moyes - GB

Constructors' Cup:

1st - La Mouette

2nd - Moyes

3rd - Airwave

Nations Cup

1st - Great Britain

2nd - Germany

3rd - Luxembourg

1996 media coverage

During the Spanish rounds, the series received coverage from four TV Channels - 3 Spanish and 1 Portuguese. Speed Gliding received a greater than anticipated reaction from TV when, during Euro-96, it was given a 10-minute prime-time screening in Spain ahead of football. This programme was screened at least twice during the Spanish WHGS, however, audience figures were not obtainable from normal sources.

The WHGS also gained much and diverse press interest ranging from reportage by regional Spanish tabloids to 26 column-inches in 'The Wall Street Journal'. The sport's specialist press has published many articles as a result of the series, and in the UK, Sports in the Sky Magazine - the only commercial magazine reporting hang gliding - covered all the 1996 rounds.

Sponsorship

Many potential sponsors were contacted and although the majority of them thought the concept was extremely interesting they remained cautious about entering an untried and untested sponsorship field. However, in return for some branding presence, Seiko UK provided the timing equipment at cost

Finance - 1996 (£ Sterling)

Income:

CIVL 9258.80

Subscriptions 350.00

Organisers' Fee 748.38

Total: 10357.18

Expenditure:

Capital Equipment 1870.40

Artwork & Logos 527.00

Software 1190.26

Administrative & Travel 6316.67

Total: 9904.33

1996 balance: 452.85

THE 1997 SERIES

1997 is to be a year of consolidation, building on the experience gained in the previous season. Expansion of the series is to be approached cautiously.

There are four scheduled 'full-status' events and one 'associate-status' event. Associate status events are the WHGS near equivalent of the Category One pre-Worlds, pre-Euros etc.

France has combined its national event at St André with the WHGS for 1997. This is a strategy that will give French pilots useful exposure to the world's top competing pilots. The status of being an FM World Series Grand Prix should also provide more incentive for regional and national TV to broadcast the event.

The 1997 Events

Associate Status: Korea - Mesanri - 29th April to 5th May (Speed Gliding)

Full Status:

Greece - Mt Kithereon - 15th to 20th June (Speed Gliding & Cross Country)

Norway - Vágá - 28th June to 5th July (Speed Gliding & Cross Country)

France - St André- 7th to 17th August (Speed Gliding & Cross Country)

USA - Telluride - 21st to 27th August (Speed Gliding & Freestyle)

Communications from around the world suggest that strong interest is growing in the WHGS concept. This interest is expected to continue.

TV and Sponsorship

As in 1996, good regional and national TV coverage is expected in the countries where the

WHGS Grand Prix are taking place - it is understood that SBS TV Korea is to broadcast a 30-minute programme of their event.

Links have been established with two major international sports marketing corporations that also own, or have the controlling share of, TV production and programme distribution companies. At the time of writing this report, both companies are engaged in seeking sponsorship partners to fund programme production and WHGS activities.

The sponsorship of teams entering the WHGS has reached an interesting Stage with the 'Red Bull' energy drinks company giving support to a three-man German team, and the McCarthy Corporation sponsoring a British three-man team.

Annex 6D

SAFETY AND TRAINING

Annual report from Klaus Tänzler, Chairman of CIVL Subcommittee for Safety and Training**Airworthiness**

It was recommended during the first CIVL/Europe Airports Technical Conference for Hang Gliding and Paragliding that harmonisation talks should take place in order to create common airworthiness standards for Hang Gliders and Paragliders. The good news is that for Hang Gliders harmonisation talks have been successful so far. The bad news is that for Paragliders we can still not see any real progress. The manager of the common DHV/Austrian technical department, Martin Jursa, who is organising the DHV/ÖAec - Gütesiegel tests - he negotiated with the other test organisations world-wide - will be present during the CIVL plenary meeting. He is prepared to report in more detail the situation from his point of view.

Proposed European harmonisation of training standards

In August 1996 the Austrian Aero Club and the German Hang Gliding and Paragliding Association DHV informed every European Hang Gliding and Paragliding Association about the harmonisation of their training standards. They proposed a common European Licence for Hang Gliding and Paragliding and asked if the Austrian/German standard could be an acceptable basis. As co-ordinator of Europe Airports, I received comments from Denmark, Finland, France, Netherlands and Sweden. They prefer the IPPI card training standard which is already the product of harmonisation between the Nordic countries. The present position of the majority of the Europe Airports working group is that, as the IPPI card is accepted for guest pilots, there is no urgent need for a common European Licence.

Safety net

During the CIVL/Europe Airports Technical Conference it was agreed to establish a communication system called "safety net". This should operate as follows:

Manufacturers send their safety information and national safety managers send important safety information that has been officially issued by their association. The CIVL homepage created by Stewart Midwinter should publish this safety information. There is still some work to do before this system is up and running.

European regulations

I attended all Europe Airport meetings, including bureau meetings, together with Olivier Burghelle. So far nothing has come up which could concern our sport. The European Authorities are still busy setting up European regulations for General Aviation and are not planning to deal with us.

ANNEX 6D Part 2

One year after the Technical Conference in Augsburg the progress of harmonization from the point of view of the DHV and the ÖeAeC

In March '96 at Augsburg everybody agreed that the current situation of hang glider and paraglider type testing is very unsatisfying, as any new type has to undergo pretty similar type tests carried out by up to three different test organizations until it can be sold world-wide. As the object of all those tests is simply to yield safe gliders the redundancy inherent in this situation is obvious.

The progress since Augsburg has been slow, and in some regions certainly slower than the delegates at Augsburg might have hoped, but there have been some promising results.

The problem has to be divided in two completely separate subjects — hang glider type tests and paraglider type tests.

Paraglider type tests

Currently there are 3 test organizations doing type tests of paragliders - SHV (Switzerland) , Aero-tests (France) and DHV/ÖeAeC (Germany/Austria).

DHV/ÖeAeC are running a joint technical department, which is testing and certifying in accordance with the German-Austrian "Joint Construction Regulations for Hang gliders and Paragliders". Due to European laws the draft of these regulations was submitted to the European Commission and was accepted after a six-month notification period in autumn 1996. So these Joint Construction Regulations are now in force in Austria and Germany. This does not mean that type-tests leading to Austrian and German certification can only be performed by DHV/ÖeAeC. The Joint Construction Regulations just define the safety level which has to be proven through type tests by an independent and authorized test organisation.

SHV and Aero-tests, on the other hand are testing in accordance with the EN/AFNOR paraglider standards

Briefly, to the opinion of DHV/ÖeAeC, the EN/AFNOR flight-test standards are less thorough than those defined by the Joint Construction Regulations, which can be illustrated by the fact that a DHV/ÖeAeC certification can imply up to 4 valid test flight procedures, whereas it's always just one test flight procedure in a EN/AFNOR-type test.

After Augsburg there have been only two meetings between DHV/ÖeAeC and the promoters of the EN/AFNOR standards to discuss differences.

The climate of the talks was very good now, but though we tried to explain our main objections against the EN 926-2 and the arguments for the DHV/ÖeAeC approach in detail, no effort was put up from the other side so far to enter a detailed and objective discussion, which would be essential to reach a common conclusion.

So currently we cannot accept a EN 926-2 paraglider flight test for type certification. But in 1996 we did accept a couple of EN 926-1 static load tests which were done by Air Turquoise/SHV for gliders which were to be certified in our countries and Switzerland.

Due to the fact that many manufacturers want to have their gliders tested both ways to cover all European certification requirements, we have just recently started to do EN/AFNOR tests as well.

Recent unofficial talks indicate that there soon might be an improvement in the co-operation between the SHV and DHV/ÖeAeC. In a first step Air Turquoise/SHV and DHV/ÖeAeC will carry out both sorts of type tests and will mutually accept the test results for certification. We think that

this would be a very practical approach to gather experiences which could influence both Systems and might yield an important input to reach the goal that was defined at Augsburg - one universal certification standard for paragliders.

Hang glider type tests

The main organisations certifying hang gliders are the HGMA (US), the BHPA (UK) and the DHV/ÖeAeC. In February 1997 a very constructive meeting of representatives of these three organizations took place in Tehachapi (California). We agreed to suggest our federations the foundation of a co-operation called International Hang glider Standardization Organization (IHGSO). The members of IHGSO are authorized national test organizations. In a first step there should be an agreement on standards for glider-measurement procedures, test equipment and on mutual information exchange, which will make it easy to exchange and accept data retrieved from vehicle tests. Further steps should yield common pitch- and load-test standards and finally also common flight-test procedures.

As everybody agreed on the fundamental principles of hang glider type-tests and as all organizations are willing to modify their standards and test procedures, there seem to be no major obstacles to reach a universal hang glider certification standard, as soon as the IHGSO has been launched officially.

12.3.1997

Martin Jursa

Head of the Technical Department

DHV and ÖeAeC

Annex 6E

CIVL Records & Badges Subcommittee 1996 Report

1996 was an interesting year for this committee.

The use of the Internet as a communications vehicle increased. Web pages were established at the CIVL web site listing all current and past records, as well as pending record claims.

In co-operation with the FAI, notices of new record claims were distributed world-wide, usually on the same day as received by FAI, to a number of Internet mailing lists and newsgroups, assuring most pilot with access to a computer could keep up to date on record claims.

Two major changes in the Sporting Code in 1996 will affect record claims in 1997: the removal of the category of distance via a single turnpoint, and the creation of Class 4 for hang gliders that don't meet the requirement of being able to take off and land in nil wind.

Remaining a concern is the fact that world records are rarely if ever set in Category 1 competitions (new female claims from Australia are a singular exception) . Does this mean organizers should change their tasks, or that new record categories (such as zig-zag distance) should be created? The committee welcomes your input.

You may contact the committee at: **midtoad@cadvision.com**, or at **midtoad@compuserve.com**.

Stewart Midwinter, Chairman

CIVL Records & Badges Subcommittee

March 6th, 1997

Annex 6F

Subcommittee For Flight Verification

Two instruments were approved in 1996, both from the same manufacturer. The difference between these instruments was only the addition of a GPS-interface for one of them. The GPS function itself has not been part of the approval, except for checking that it does not interfere with the barograph function.

Presently there are 6 instruments from 5 manufacturers under test, and with the following status:

- One instrument has failed approval (security, temperature and RFI). The manufacturer has not paid the fee, and the instrument is held back until this is settled.
- One instrument has partly failed, and the manufacturer is requested to improve. I am waiting for response on this.
- 4 instruments have mainly passed testing, but some few technical items, payment from one of the manufacturers and the formal test reports remain. Expected approvals within March or April

1997

The planned revisions of the test requirements have not been done formally. However testing is now done according to a new test procedure, which is partly given to the manufacturers and will be made formal within 1997.

The workload of the approval process is significant, and it has some times been impossible to respond to the manufacturers within reasonable times. This will probably be better as experience has been gained, and hopefully this will happen before the chairman is burnt out.

No significant progress has been made regarding use of GPS for flight verification, partly due to the workload of the chairman.

Per Arne Soldal, Chairman, March 12, 1997

Annex 15

Results of the Working Group for Safety related matters

Members: Ruka Vilkuna (Finland) Vasco Raposo (Portugal), Jorge Oliveira (Portugal) and Klaus Tänzler (Germany)

Accident Summary Forms

Proposal of our working group;

The CIVL subcommittee for safety and training should appoint one specialist who collects the national accident statistics once a year, who works out the conclusions, reports the conclusions to the CIVL plenary meeting and publishes the conclusions on the CIVL homepage and the CIVL Info.

The following should be done:

To find the expert who is prepared to do the work.

The expert collects all accident questionnaires available and develops a proper questionnaire which is to be approved by the subcommittee **Safety and Training**. The questionnaire will be distributed by the expert to the national federations.

The federations send the annual questionnaire answer back to the expert.

The expert summarises the accident statistics and works out the conclusions.

The expert reports the conclusions.

We are not in favour of publishing the naked statistic figures. Only the conclusions should be published.

The national statistics are not comparable because the accuracy of them differs from country to country.

List of Advisory and Recall Notes

The working group supports the motion. A similar proposal has already been agreed during the Technical Conference in Augsburg.

Towing disclaimer

The opinion of the working group is as the legal situation is different in the various countries disclaimers should only be defined by lawyers from the country concerned.

16.03.97