



FEDERATION AERONAUTIQUE INTERNATIONALE

FAI HANG GLIDING COMMISSION (CIVL)

MEETING HELD AT THE HOTEL BEDFORD, SAN FRANCISCO, U.S.A., MARCH 19-21 1993

M I N U T E S

Were present :

In the Chair : Mr. Per Christian DÆHLIN, President CIVL (NORWAY)

AUSTRALIA	Mr. Paul MOLLISSON, V-P CIVL & Delegate
AUSTRIA	Mr. Sepp HIMBERGER, Delegate
.....	Mr. Sigi JOAST, Observer
CANADA	Mr. Stewart MIDWINTER, Delegate
.....	Mr. Jean-Claude HAUCHECORNE, Observer
FRANCE	Mr. Stéphane VIEILLEDENT, Delegate
GERMANY	Mr. Klaus TÄNZLER, Delegate
.....	Dr. Reinhard (Zico) FRANKE, Alt. Del.
HUNGARY	Mr. Lázio KEREKES, Delegate
.....	Dr. Marton ORDODY, Observer
IRELAND	Mr. Declan DOYLE, Delegate
ITALY	Mr. Angelo CRAPANZANO, Observer
JAPAN	Mr. Hirohisa ICHIDA, Delegate
.....	Mr. Yoshiki OKA, Observer
.....	Mr. Hiroyoshi NAOI, Observer
.....	Mr. Keiko ICHIDA, Observer
.....	Mr. Etsushi MATSUO, Observer
NORWAY	Mrs. Ingrid Anita STRAND, Alt. Delegate
RUSSIA	Mr. Vladimir ZABAVA, Delegate
SLOVAKIA	Mr. Juraj ZLADKY, Observer
.....	Mr. Gustav CEPCIANSKY, Observer
SLOVENIA	Mr. Zlato VANIC, Delegate
SOUTH AFRICA	Mr. Paul THOMAS, Delegate
SPAIN	Mr. Pedro CHAPA, Delegate
SWITZERLAND	Mr. Thomas BOSSHARD, President of Honour
.....	CIVL & Alt. Delegate
.....	Mr. Pascal BALET, Delegate
.....	Mr. François PERRAUDIN, Observer
UNITED KINGDOM	Mr. John PENDRY, V-P CIVL & Delegate
.....	Mr. Jim BOWYER, Alt. Delegate
.....	Mrs. Ann WELCH, President of Honour CIVL
.....	Mr. Noel WHITTALL, Secretary CIVL
.....	Mr. Walter NEUMARK, Observer
UNITED STATES OF AMERICA	Mr. Dennis PAGEN, V-P CIVL & Delegate
.....	Mr. Russell LOCKE, Alt. Delegate
.....	Mr. Larry MAJCHRZAK, Observer
.....	Mr. Daniel UCHYTYL, Observer
PWC	Mrs. Silke SEEMAN

FAI : Mr. René de MONCHY, Treasurer General

International Hang Gliding Commission (CIVL)

Annual Meeting, Hotel Bedford, San Francisco USA. March 19–21 1993

The meeting was opened by the President, Mr Per Christian Dæhlin, at 10.00hrs

1 Roll call, proxies and apologies for absence

Delegates, Alternates and Observers were welcomed to the meeting and all credentials approved. Twenty votes were verified (including Russia, present on March 20/21 only).

Proxies: Belgium, held by USA; Finland, held by Norway, Croatia, held by Slovenia; China, held by Japan.

Apologies were received from Belgium, Brasil, China, Finland and Poland.

See attached list for full details of all present.

2 Approval of Agenda

The agenda was approved unamended. The President detailed a proposed running order and schedule, which it was agreed would be subject to alteration.

3 Sub-committee chairmen for the meeting

Three sub committees were set up:

Records and Section 7 rules: Joint Chairmen: *Records:* Stuart Midwinter (Canada) *Section 7:* Ann Welch (UK)

Paragliding Championships: John Pendry (UK)

Hang Gliding Championships: Dennis Pagen (USA)

4 Minutes of 1992 meeting

The minutes of the plenary meeting held in Paris, March 17–18 1992 were accepted as a true and honest record.

5 FAI activity report

Mr Rene de Monchy, Treasurer General of FAI, presented greetings from the new Secretary General, Mr Max Bishop. He then urged CIVL to welcome the many new FAI members which were appearing. The FAI magazine was gaining strength, and we were urged to support and contribute.

Olympic movement: we must keep making an effort for greater acceptance, although it was difficult. IOC now require evidence of activity in 70 countries before a sport is admitted to the Olympic Games. De Monchy felt that competitions must be made more attractive to spectators if they were to make a good impression on IOC officials.

Icariada World Air Games, 1995

The initial contract between the Greek Government and the FAI had been signed and the deposit paid. The support of CIVL was sought.

FAI 2000

This programme would determine the shape of FAI in the 21st century. New leadership, under Claud Gillard (Australia), was bringing it to a conclusion.

Sponsorship

FAI is cooperating with WWC, a Liechtenstein company, to work effectively with sponsors.

Regulatory matters

Max Bishop was coordinating this work. CIVL should consider if we need more or less regulation; opinions of countries differ about this.

New personnel

We have a new Secretary General and a new Technical Counsellor at FAI headquarters. New systems are being introduced.

6 CIVL President's report

President Daehlin proposed new rules for the conduct of CIVL's affairs. These were more specific than the existing FAI By laws.

Activity during the past year:

The International Pilot Proficiency cards (IPPI) had been introduced.

A fee for the approval of barographs had been introduced.

The Pepe Lopes Hang Gliding Medal was finally approved by the FAI Statutes Committee.

A draft agreement between CIVL and competition organisers had been drawn up.

New scoring systems had been investigated.

The first edition of a newsletter, *CIVL Info*, had been produced; there were to be two per year.

A Rapid Information Service for the press and other media had been introduced.

Bureau activity

The Bureau (President, Vice Presidents and Secretary) had met twice in the year (Paris, 2 days, San Francisco, 1 day), as well as holding five fax meetings. As well as the items specifically covered under item 11 of this agenda, the main decisions were:

Jim Zeiset to take over 1993 World Championships, Classes 1 and 2, Owens Valley, following Kreyche's withdrawal.

Local Regulations for Women's World Championships, Class 1, Nanyo City, Japan, approved.

Daehlin concluded that it had been a good year for CIVL, but appealed for help in collecting and correlating statistics concerning the number of pilots to fatal accidents in paragliding. Country by country figures were urgently needed: all Delegates assist, Please!

7 Reports from Subcommittee Chairmen and from Technical Officers

7.1 Europe Airsports

Klaus Tanzler (Germany), reported that work on regulation was very important. Recent efforts in Germany regarding hang gliding and microlighting had resulted in laws which the pilots were happy with. He appealed for as much cooperation as possible.

Sepp Himberger (Austria) questioned whether the Europe Airsports' reported aim of harmonization of regulation (Paris Feb 1993) was possible; he believed not.

7.2 Paragliding World Cup

The CIVL/PWC Liaison Officer, Zico Franke (Germany), detailed the PWC events of 1992 as follows:

Kitakyushu, Japan; see John Pendry's report (circulated with the agenda. Generally satisfactory; keen and extensive organization.

Fiesch, Switzerland: Several problems. Insufficient knowledge of rules, and bad jury procedures. Franke particularly thanked Silke Seemann (PWC Secretary) for her efforts.

Spain. Good event

Owens Valley, USA. Not a good or safe event. Is this a suitable venue for a paragliding competition?

Switzerland, Verbier: Very attractive event. Task setting good and exciting. Some problems, eg: outputting results; also landing field in centre of village presented hazards. Zico noted that it was not an official Pre Worlds competition — an opportunity missed.

Other rounds had been held in Avoriaz and Westendorf.

PWC general observations: Problems of being too many rounds, and the calendar published too late. Rules not perfect and technical delegates not always sufficiently familiar with them. The CIVL and PWC committees should work closer together. PWC requested more information in the form of reports of all FAI paragliding competitions.

Overall, the first year of PWC had been excellent promotion for the sport to both the media and general public.

8 Hang gliding Class 2

Dennis Pagen (USA) reported that there was increasing activity in Class 2 (hang gliders with independently operable aerodynamic controls). Five designs had been developed in the USA, of which two are in production. A further production model is being made in Germany.

He thought that the time was right to re activate Class two in championships, and appealed for support from organizers. The rules require at least ten competitors from five countries to validate a class, and he hoped it would be possible at the 1993 World Championships.

9 The IPPI Card

Per Christian Daehlin reported that the cards were now printed and in circulation. So far only four countries had taken it up (Bulgaria, Norway, Switzerland, USA). The Delegates each outlined the situation in their own countries:

Australia: on agenda at AHGA meeting the weekend after CIVL. Will be used for overseas validation.

Austria: Generally supports the scheme, but unable to promote the cards without a guarantee that they are internationally accepted.

Canada: will be adopting the card shortly

France: Position unclear at present.

Germany: We accept the cards, but they are hard to sell without a guarantee of acceptance. (Same problem as Austria)

Hungary: Accepted the Safe Pro/Para Pro systems and will buy the cards. Alternate Delegate Marton Ordody asked if Europe Airsports could help in speeding up general acceptance. Klaus Tanzler agreed to look into this.

Ireland: Training and ratings follow the UK pattern exactly. Intend to obtain the IPPI cards soon.

Italy: Don't know; no effective ratings at present; theoretically foreign pilots are not permitted, but nobody applies the rules.

Japan: the Japanese rating system was currently being changed; the revised system would fit in with Safe Pro/Para Pro ratings, then the cards would be used

Slovakia: a new country setting up systems. Requested Safe Pro/Para Pro information.

Slovenia: Has accepted the cards will be available to all pilots

South Africa: Will buy the cards

Spain: Existing rating system not working fully. The Delegate will propose to use Safe Pro/Para pro in future.

Switzerland (The first country to order the cards): Thomas Bosshard thanked the Norwegian Aero Club for its input. The cards were in use in Switzerland, but because of the legal position, no absolute guarantee could be given that visitors with the cards would have their ratings accepted.

UK: Accepted; publicised in Skywings magazine.

USA: Accepted the cards; first order of 100 had been placed. Must expect it to take time for site operators to recognise the cards.

10 Review of 1992 Championships

European Championships, Class 1. Vågå, Norway

Ann Welch (President of Jury): A good event; unseasonably warm weather resulted in flooding, but the organizers coped well with this. Good site, good organization.

74,000km has been flown - an average of 70 km per launch! Congratulations to the Organizers.

European Paragliding Championships, Slovenia

Walter Neumark (President of Jury): A good event: happy atmosphere, with no protests. Credit due to Zlato Vanic and his small team of only 18 enthusiastic supporters. The Championship was decided in the first week as bad weather resulted in no scoring flights in the second week.

During the event 37 pilots flew distances which qualified them for for Eagle Silver badges.

11 CIVL Bureau decisions to be confirmed by Plenary meeting

All the following decisions were approved unopposed by the meeting:

11.1 Reduction of Sanction fees for 1993. Fees for Category One events to be 50% of those originally proposed.

11.2 Introduction of a processing fee of 1,000 Swiss Francs for barograph approval; to apply only to manufacturers who had not previously submitted barographs, and to new models from manufacturers who were already in the scheme. Modified versions of instruments which have already been approved will be charged a reduced fee based on expenses only.

11.3 Simplified routine for acceptance of barographs:

Standards and requirements to remain unaltered, but approval may now be granted by one member of the Barograph Committee and the Chairman, or by the Chairman alone.

11.4 Bureau was empowered to initiate administrative processes for the collection of sanction fees. The general principle was established that the FAI member (usually the NAC) would be responsible.

11.5 The CIVL news bulletin, *CIVL Info*, was welcomed. Himberger questioned whether it could become more commercial and carry advertising to offset its cost. This will be investigated.

12 CIVL 2000

Suggestions to shape the future of CIVL were generated in four separate discussion groups. These were led by Bosshard, Mollison, Pagen and Whittall. Interim papers outlining the suggestions were circulated, and it was clear that there was substantial agreement both within and between the groups.

The papers will be circulated further and a final action document prepared.

Agenda item 15, FAI Statement of Policy, was considered with this CIVL 2000 item. Locke suggested that any policy statements should stress the environmental kindness of Hang Gliding and paragliding.

13 Long term plan

The meeting accepted the idea that Bureau should prepare a long term plan, taking into consideration the outcome of 12, above. Dæhlin, Mollison, Pagen and Whittall will work on this when possible, during the forthcoming Women's World Championships at Nanyo City, Japan.

14 Internal Regulations and Terms of Reference

The draft document prepared by Bureau had been circulated with the agenda. Detail amendments were incorporated after discussion by the meeting. Most of these are minor detail changes or matters of clarification. The only change of significance is item 4.4 which permits Bureau to act more effectively between CIVL meetings. This was put in the form of a motion:

'Bureau has full authority for any reasonable action necessary to discharge the responsibilities of CIVL, subject to:

- a. Any limitations within the FAI Statutes, By laws and these internal regulations*
- b. Any specific limitations imposed by the plenary meeting*
- c. limits specified within the CIVL budget.'*

Proposed Mollison, Seconded Bosshard. Carried unanimously.

Other business under this agenda item included clarification of the composition of the Sporting Code Subcommittee, and a repeated plea for Delegates to do all they could to discourage the publicisation of so called 'unofficial' world records. ie, flights which do not satisfy FAI requirements.

15 FAI Statement of Policy

This was taken into Agenda item 12.

16. Alterations to Sporting Code, Section 7

16.1 Eagle Badges

Neumark suggested that the height and duration requirements of the Bronze Eagle should be deleted, leaving distance alone as the qualification. Also, the Silver distance should increase to 50km. After brief discussion, no motion was put and the qualifications remain unaltered.

16.2 Open distance via one turnpoint

There was general feeling that the intention of this category of record was not being met when the turnpoint was very close to the launch point.

Pendry: Questioned if we still needed this record at all?

After discussion the motion was put: *Neither leg of a record distance flight via one turnpoint shall be less than 20km.*

Proposed Midwinter, Seconded Thomas. Carried, 11 for, none against.

16.3 Local regulations

Himberger proposed that *the item concerning retrieve in 4.5.3 of Sect 7 should be optional on the part of organizers.*

Seconded: Thomas. Carried, 12 for, 1 against.

16.4 Detail Changes to Section 7

A small number of detail changes proposed by Section 7 Secretary Ann Welch were accepted. Delegates are requested to respond to the President within 30 days of receipt. Final approval will be made by Bureau. In addition, advisory annexes are being circulated with these minutes.

16.5 The amended code to be effective 1 July 1993.

17 Observer training

There is general agreement that more observers are needed worldwide, and that they should all be suitably trained. A letter from Mark Dale which outlined the BHPA's selection process had been circulated.

A short general discussion followed. Daehlin proposed that we develop a set of guidelines for observers.

18 World Class hang glider

CIVL had received a submission from Poland that a fixed design should be developed as a Class 1 hang glider for international competition. This would help to keep costs under control. There was no strong feeling among delegates that such a class was required. Eventually the motion was put:

"There is no need for a World Class design at this time."

Proposed Switzerland, seconded South Africa. Carried unanimously.

19 World-wide third party liability insurance

Australia had experienced difficulty with the insurers of overseas pilots declining to meet their commitments. They requested CIVL to investigate the possibility of providing basic public liability insurance for all FAI sporting licence holders.

After brief discussion it became clear that there were several national problems with this idea, although it also had obvious merits. All delegates were asked to consider the matter further, and it will go forward as an agenda item for the 1994 CIVL meeting.

20 Contracts between CIVL and Organizers of events

A draft contract devised by the President had been circulated with the minutes. Comments followed:

Daehlin: proposed to add items concerning press conferences and publicity.

Bosshard: Questioned whether the contract was between CIVL and the Organizer or the FAI member/NAC. Also suggested that the 'medical assistance at take off' be substituted for 'ambulance at take off'.

Bosshard: requested confirmation that the deposit paid when the bid is made is part of the calculated sanction fee and not additional to it. This was confirmed.

Doyle: The majority of the sanction fee should be paid long before the competition.

Locke: (referring to Bosshard's first point): Does the FAI member/NAC sign the contract?

Daehlin: Yes.

Doyle: Why Swiss Francs?

Daehlin: It is the FAI's currency unit

Welch: How does the Chairman of the Jury know that the sanction fee has been paid before the competition starts?

Pagen: Requests Organizers always to use the FAI initials and logo in descriptions of Championships.

Locke: (re. enforcement of contract) Suggested a cash bond which would not be returned in case of non compliance.

Himberger: Would have to be a large sum; could be in the interests of an Organizer simply to break the rules and forfeit the bond.

Bowyer: Is it the NAC or the Organizer which pays?

After brief discussion of all these points, the meeting voted unanimously in favour of accepting the draft contract, subject to detail alterations.

21 New international scoring system

Under the leadership of Angelo Crapanzano (Italy), work had been done on a scoring formula which sought to overcome the perceived inequalities of current systems. A report was presented.

22 Forms for world record registration

Designs for standard forms had been received from Canada, UK and USA. All of these contained good features and the object of CIVL was to produce simple documents for pilots claiming badges and records. After discussion about size and content, general agreement was reached that a separate declaration form and claim form was required.

Midwinter (Canada) agreed to produce the final designs, and the meeting formally voted on the motion:

'CIVL will adopt the forms as modified by Stewart Midwinter.'

Proposed, Thomas; seconded Himberger. Carried, 12 for, none against.

Midwinter presented all the Delegates with copies of his computer program for calculating distances for all types of cross country flight.

23 Global Positioning Systems

Bernald Smith, of the Soaring Society of America, and a Vice President of CIVV, the FAI Gliding Commission, addressed the meeting. He presented an update on the current

developments in the technology of the systems, which work by constantly monitoring their own position relative to a number of satellites in geostationary orbit. Such instruments can now be small enough for hang glider and paraglider use, and are no longer very expensive. They make navigation very simple. There are many implications for competition, not least the question of whether navigation is one of the piloting skills we are seeking to test. On the positive side, it seems likely that printouts from GPS instruments will replace photographs as turnpoint evidence before very long.

Bernald Smith ended his talk with the comment 'it's an interesting world'. Nobody seemed likely to disagree.

24 Presentation of bids for future championships

24.1 European Championships Classes 1 and 2 1994

(See also item 29)

Hungary proposed a tow launched competition in eastern Hungary.

France proposed a hill launched meet based at Laragne in the Hautes Alpes.

24.2 World Championships Class 1 (+ 2 if required) 1995

Spain confirmed its existing bid to hold the event at Ager.

24.3 Women's World Championship Class 1 1994

USA bid to transfer the event from the Owens Valley to Washington State, Lake Chelan area.

24.4 Women's European Championship Class 1 1995

Norway bid to hold the event at Vågå.

24.5 World Championships, Classes 1 and 2 1997

Australia made a declaration of interest in holding a tow launched event at Forbes, New South Wales. This would actually be held in January 1998, but would count as the 1997 event.

24.6 Women's World Championships Class 1 1996 (January)

Australia bid for the event, to be centered on Bright, in the Victorian Alps.

24.7 World Paragliding Championships 1995

Slovenia bid to hold the event at Predvor

Japan bid on behalf of the City of Kitakyushu.

24.8 European Paragliding Championships 1994

Slovenia bid to hold the event at Predvor, depending on the decision regarding the venue for the World Championships in 1995.

Voting on bids

Votes were required on 24.1 and 24.7, as there were competing bids.

European Championship, Class 1 and 2: France 11, Hungary 8, 1 abstention. *France was awarded the championship.*

World Paragliding Championship 1995: First vote, Japan 10, Slovenia 10. Second vote, Japan 14, Slovenia 6. *Japan was awarded the championship.*

Bids 24.2, 24.3, 24.4 and 24.8 were all approved unanimously by the meeting, after their acceptance was proposed by Pendry and seconded by Pagen.

25 Future Championships

Jury members for future Championships were proposed as follows:

Paragliding World Championships, Verbier, 1993: Ann Welch to replace Matthew Whittall (alteration to previous appointment)

European Hang Gliding Championships, France, 1994: Ann Welch (President), Marton Ordody, Ingrid Anita Strand

World Women's Hang Gliding Championships, USA, 1994: Noel Whittall (President), Thomas Bosshard, Stewart Midwinter

The Working Groups spent considerable time on detail amendments to Local Regulations for forthcoming Championships, and revisions to Section 7 of the Sporting Code. The Section 7 revisions accompany these minutes as an annexe. The changes to the Local Regulations were approved by the plenary meeting. Scrutineers to check the revised versions of the Local regulations were appointed as follows:

- HG, Owens Valley 1993 – Ann Welch and Russ Locke. It was also decided that the LRs for this event should be circulated without the scoring system, as a final decision on whether to use the originally-proposed Australian system or the European one developed by Crapanzano would not be made by Bureau until the latter system had been subjected to further analysis and practical use at Bassano. (See also Item 33, *Scoring Systems*)
- PG, Verbier 1993 – Zico Franke and John Pendry
- European HG, Laragne, France (15–29 July 1994) – Pedro Chapa and John Pendry
- Women's HG, Chelan, USA (5–15 July 1994) – JC Haucehorne and Ingrid Anita Strand
- European PG, Predvor, Slovenia (24 June–10 July 1994) – Thomas Bosshard and Noel Whittall

Dates for 1995 Championships:

Vågå, Norway: 27 May–11 June

Kitakyushu, Japan: March/April; exact dates yet to be finalized

Ager, Spain: July, 2 weeks, exact dates yet to be finalized

26 World Air Games (Icariada) 15 — 24 Sept 1995

There was no representation from the World Air Games committee, which prevented the meeting from receiving a good presentation of WAG intentions.

FAI Treasurer, de Monchy, repeated that the deposit had been paid and the contract signed just in time for the March 1 deadline, so the Icariada is on!

The hang gliding competition was scheduled to be run in the vicinity of Edessa, in the province of Makedonia, north of Athens, and the Paragliding at Ionnina, on the south west part of mainland Greece. (See 1992 report prepared by Ole Erik Vognild, former Vice President of CIVL.)

Bosshard: Urge Bureau to review the provisional budget and entry fee which at \$US1250, is high.

Himberger: It will be hard to change because the budget is part of the contract, and CIVL had a Delegate there.

Neumark: The Gliding (sailplane) Committee is unhappy with the arrangements.

Doyle: Very concerned about the relative importance of WAG and 1995 World Championships which had already been awarded. Sought assurance that the World Championships would be the premier events of 1995.

Pagen: We should participate in WAG . It will be good for publicity, but small chance of good quality competition because it is not good thermal country.

Daehlin: According to the original budget, five pilots are to go to each site to test possibilities. CIVL is not represented on the WAG committee.

Bosshard: If we are not represented, we must not be responsible.

Welch: How can we support this if we are not represented?

The discussion was inconclusive and ended with repeated requests that the WAG should not out rank already agreed World Championships in 1995.

CIVL had expected a representative of WAG to be present, but in his/her absence the discussion was necessarily incomplete.

27 Accounts 1992

The accounts for 1992 were accepted by the meeting. Daehlin commented that they were produced by the Norwegian Aero Club; at the time of presentation they had not been audited, but this had since been done and no alterations requested.

28 Budgets 1993 — 4

Daehlin introduced the provisional budgets with the comment that we should seek to establish a moderate base capital.

DeMonchy: We should be a little cautious at this stage, because reserves may incur corporate taxes. He promised to examine the problem on return to Europe.

Himberger: Can we attempt to find sponsors for such expenses as printing?

Daehlin: We haven't yet attempted to, but can be considered in future.

The draft budgets were proposed by Daehlin, Seconded by Pendry, and accepted unanimously.

29 Sporting Calendar

Ordody announced that as his bid for the 1994 European Hang Gliding Championship in Hungary had been unsuccessful, he requested that it be transferred to 1996. A supporting letter from the Hungarian Aero Club would be forthcoming. This initiative has the support of Bureau.

Information was given of the Asian Paragliding Open competition, which is to be held in China between May 30 and June 6. This will be a second category event.

30 CIVL Awards

Switzerland proposed Thomas Bosshard for the FAI Hang Gliding Diploma. Hauchecorne (Canada) seconded this, and the meeting voted unanimously in favour.

Confirmation was given that the Pepê Lopes medal would be known officially as the Pepe Lopes Hang Gliding Medal. First recipient would be Steve Blenkinsop (Australia) as decided at the 1992 meeting.

31 Elections of CIVL Bureau

The following officers were nominated and seconded according to procedures and voted into post unopposed:

President: Per Christian Daehlin

Vice Presidents: Paul Mollison, Dennis Pagen, John Pendry

Secretary: Noel Whittall

Treasurer: John Pendry

32 Date and venue of next meeting

A suggestion originating at the previous FAI General Conference was that Airsports Commissions may like to meet in the same venue (Marbella, Spain) during the first week of March 1993. CIVL had also received an invitation from Ager, Site of the 1995 World Hang Gliding Championships.

The meeting voted 16 — 2 in favour of Marbella, the dates to be March 4 — 6. This could be increased by an extra day (March 3) if Bureau so decided.

Japan indicated that it would be interested in hosting the 1995 meeting at Kitakyushu.

33 Any other business

De Monchy thanked all concerned for the opportunity to be present.

Hung votes

Doyle: Referring to the system by which the President has to decide a matter if two consecutive votes are inconclusive when approving bids. President alone should not be put in such a position.

Locke: Would prefer settled by ballot among the Bureau.

Airspace

Midwinter: Introduced a paper from Canada concerning airspace for hang gliders

Scoring Systems

Mollison: Had tested Crapanzano's normalization formula and was not satisfied that anomalies would not arise. We should stay with the principles published in Section 7.

Use of Radios in Japan

Mollison: Bureau to decide in cases where there are problems arising in competition because of the laws restricting use of Radio transmitters in Japan.

Meeting close

The President thanked our hosts, the USHGA, for all the arrangements they had made. The meeting closed at approximately 15.00 hrs on Sunday March 21.

OFFICIAL OBSERVERS.

Annex 7.
DRAFT

1. AUTHORITY

1.1. Official Observers are appointed by a NAC or its Hang Gliding Association. They are empowered to control and certificate flights for FAI records, Badges, Championships and Competitions in their own country and in another country if its NAC gives permission.

2. REGISTER.

2.1. The NAC or its Hang Gliding Association is responsible for keeping a register of its Official Observers, for providing briefing or instruction and ensuring that access to changes to the Sporting Code is available to them. The national register should be reviewed and updated at intervals of not more than 5 years.

3. QUALIFICATIONS.

3.1. Official Observers must know the Sporting Code General Section and Section 7 and have the integrity to control and certificate flights without favour.

3.2. Official Observers may not act as such for any flight in which they are pilot or passenger or have a financial or business interest. (Owning the glider is not of itself considered financial interest.)

4. CONTROL.

4.1. Control means the observing of Take off, Departure, Finish and Landing; sealing, unsealing and print-out of barographs, and the signing of all certificates covering the evidence concerned for the flight.

5. CERTIFICATION.

5.1. Official Observers may only certificate an event at which they were present, except that they may certificate an outlanding if they arrive soon afterwards and there is no doubt about the position of the landing.

5.2. Air Traffic Controllers on duty are considered Official Observers for observation of take off, start and finish lines, turn and control points and landing.

5.3. Aerotow pilots may certificate the point of release from aerotow.

5.4. Championship officials are considered as Official Observers for a record or badge flight made during the event and for which the documentation is data used for scoring a valid task.

5.5. Independent witnesses may certificate an outlanding in the absence of an Official Observer. They must give their names, addresses, tel.nos. (if any) and state precisely the place and time of landing.

5.6. All certificates by people other than registered Official Observers must be countersigned as correct by the Official Observer controlling the flight.

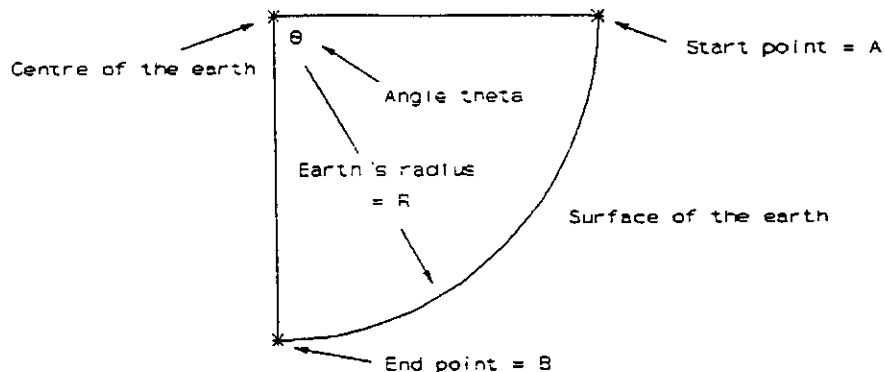
6. SUSPENSION OR CANCELLATION OF AUTHORITY.

6.1. The NAC may suspend or cancel the authority of an Official Observer for negligent certification or wilful misrepresentation.

AV 27 March 1993

Annex 8 Distance Calculation

The great circle distance is the shortest distance between two points on the earth's surface. The line between the two points is an arc on a circle in a plane defined by three points: the start point, the end point, and the centre of the earth. The distance along this arc can be determined using spherical trigonometry using R, the earth's radius, and theta, the angle in the centre of the sector formed by the earth's centre, the start point and the end point.



Each degree of angle at the earth's centre, extended upward to the surface of the Earth, is equivalent to a distance of 1/360th of the circumference of the earth using the FAI radius given in 5.2.1.2. Since the circumference is equal to $2 \times \pi \times \text{Radius}$, $1 \text{ degree} = 2 \times \pi \times R / 360 = 111.194926642 \text{ km}$ at the earth's surface.

The angle between the two points is given by the following formula:

$$\cos(\theta) = \cos(\text{LatA}) \cdot \cos(\text{LatB}) \cdot \cos(\text{LongA} - \text{LongB}) + \sin(\text{LatA}) \cdot \sin(\text{LatB})$$

Putting the above information together, using a more accurate formula for theta using sines instead of cosine (see 2.11.4 of the Gliding Section 3 of the Sporting Code), here is a formula used for calculating the great circle distance when you know the latitude (Lat) and longitude (Long), in decimal degrees, of the two points of interest A and B:

Distance = $2 \times \pi \times \text{Radius} / 360 \times 2 \times \arcsin(\text{Part4})$, where:

$$\begin{aligned} \text{Part1} &= \cos(\text{LatA}) \cdot \cos(\text{LatB}) \\ \text{Part2} &= \sin((\text{LongA} - \text{LongB}) / 2) \\ \text{Part3} &= \sin((\text{LatA} - \text{LatB}) / 2) \\ \text{Part4} &= \sqrt{(\text{Part1} \cdot \text{Part2}^2 + \text{Part3}^2)} \\ \text{Radius} &= 6371.0 \text{ km.} \end{aligned}$$

Here is another formula which is slightly more accurate (0.1 km in a circumnavigation of the earth):

Distance = $2 \times \text{Radius} \times \arcsin(\text{Part4})$, where:

$$\begin{aligned} \text{Part1} &= \cos(\text{LatB}) \cdot \sin(\text{LongB}) - \cos(\text{LatA}) \cdot \sin(\text{LongA}) \\ \text{Part2} &= \cos(\text{LatB}) \cdot \cos(\text{LongB}) - \cos(\text{LatA}) \cdot \cos(\text{LongA}) \\ \text{Part3} &= \sin(\text{LatB}) - \sin(\text{LatA}) \\ \text{Part4} &= 0.5 \cdot \sqrt{(\text{Part1}^2 + \text{Part2}^2 + \text{Part3}^2)} \end{aligned}$$

Some calculators or computers may require that you enter the coordinates in radians rather than in degrees. In this case, use the following relationship: $\text{Radians} = \text{Degrees} \times \text{Pi}/180$.

The earth is not exactly spherical, in fact it is oblate (fatter around the equator), but the FAI uses the above radius figure as an average radius for flights in all directions.

To check your use of the formula, calculate the distance for a flight halfway around the world, ie. from 0°Lat, 0°Long to 0°Lat, 180°Long. You should obtain a distance of 20015.09 km. For this you will need a calculator with a precision of at least 10 decimal places.

It is suggested that each NAC have a method for using the above formulae to verify pilots' claims. Several computer programs are available for this purpose.

CIVL LOCAL REGULATIONS MASTER COPY FOR WORLD AND CONTINENTAL
HANG GLIDING CHAMPIONSHIPS, and ENTRY FORM example.

How to use this Document.

1/ The text and numbering is not to be changed except with the agreement of CIVL at the time of making the Bid to hold the event. At this time the prospective organisers may propose changes and/or additions to this CIVL Local Regulations document.

2/ Spaces and items in brackets in this document are to be completed by the prospective organisers after agreement by CIVL. Section 7 references on the right are for use by team leaders, jury etc.

3/ The title page of the Local Regulations must include:

L O C A L R E G U L A T I O N S F O R T H E

C H A M P I O N S H I P.

These Local Regulations are to be used in conjunction with Section 7 of the FAI Sporting Code. Reference numbers for Section 7 used in this text should be cross-checked with the latest edition of Section 7.

Full title of the championships

Location and country

Dates, including practice period, registration and opening ceremony

Logo of FAI and of championships

Organised by the ----- Aero Club on behalf of the
Federation Aeronautique Internationale

Address to which any correspondence should be sent in advance of the
event, and address of organising National Aero Club.

LOCAL REGULATIONS.

1. GENERAL.

1.1. The purpose of the championships is to provide good and satisfying contest flying in order to determine the champion in each Class and to reinforce friendship amongst pilots and nations. (S7.5.4.1.2.1.)

1.2. PROGRAMME.

Training, aircraft inspection, registration	----- to -----
Opening Ceremony	-----
First Competition Briefing	-----
Contest Flying Days	-----
Closing Ceremony, Prizegiving	-----

1.3 OFFICIALS.

Director	-----
Deputy Director	-----
International Jury. President.	-----
Members	-----

Stewards	-----

(Give nationality of Jury and Stewards).

1.4. ENTRY

The championships are open to all Member and Associated Member countries of FAI who may enter any number of hang gliders not exceeding --- Not more than ---- may be entered in any one Class. Entries must be made on the official Entry Form. 49.1

1.4.1. Applications, with fees paid, not received by Registration may be refused.

1.4.2. To be valid a world or continental championships must have not less than 10 participants in a Class representing not less than 5 countries with entry fees paid and available to fly on the first day. 4.25.1

1.4.3. The title of champion shall be awarded only if there have been four separate tasks in the Class. At least two tasks must be in the finals. 4.4.4.

1.5. INSURANCE. Documentary proof of insurance as specified on the Entry Form must be presented to the Organisers before the start of the championships. 4.13.1

1.6. LANGUAGE. The official language of the championships is English.

1.7. MEDALS AND PRIZES. FAI medals will be awarded to pilots placed first, second and third in each Class with Diplomas for those placed fourth to

tenth. FAI medals will be awarded to national teams placed first second and third. The Organisers will award further trophies and prizes.

2. CHAMPIONSHIP CLASSES.

2.1. The championship(s) will be held in the following Class(es).
(Section 7 1.2.1.)

1.1.

CLASS 1. Hang gliders having a rigid primary structure and controlled by weightshift only.

CLASS 2. Hang gliders having a rigid primary structure and movable control surfaces.

CLASS 3. Hang gliders having no rigid primary structure (paragliders)

(Delete any Class NOT being held in these championships).

2.2. Each Class is a championship in its own right and as far as possible interference of one Class by another shall be avoided. 4.25.2.

3. GENERAL COMPETITION RULES.

3.1. REGISTRATION.

On arrival the team leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- Pilot qualifications
- Evidence of competitors's nationality
- Pilot's valid FAI Sporting Licence
- Aircraft C of A or Permit to Fly
- Evidence of conformity to Class rules
- Certificate of Insurance as detailed on Entry Form
- Receipt for payment of entry fees.

The Registration office will be open from ____ to ____ on ____.

4.15.1

3.2. PILOT QUALIFICATIONS.

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold an FAI Sporting licence issued by his own NAC.

4.11.1

For Class 1 and 2 the pilot should be of Safe Pro 5 standard or:

- (1) Hold a Delta Silver or twice flown Silver Distance
- (2) Have competed in at least one National Championship.

For Class 3 the pilot should be of Para Pro 5 standard or:

- (1) Hold an Eagle Silver or twice flown Silver Distance
- (2) Have Competed in at least one National Championship.

3.3. AIRCRAFT AND ASSOCIATED EQUIPMENT.

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event. This would be demonstrated by a valid certificate of airworthiness or permit to fly provided by the country entering the glider. The Organisers have the right to refuse any glider not of acceptable standard or configuration.

4.12

3.3.2. The glider shall fly throughout the championships as a single structural entity using the same set of components as used on the first day (S7 4.18.4 damage to a glider).

4.12.3

3.3.3. All gliders must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for Class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

4.12.4.

3.4. CONTEST NUMBERS.

The numbers or letters supplied by the organisers shall be displayed on the underside of the right wingtip with their top towards the leading edge, and on the pilot's helmet. Identification may also be required on the top of the wing.

4.14

In Class 3 the numbers shall be placed on the underside of the centre

of the wing, top towards the leading edge.

3.5. TEAM LEADER RESPONSIBILITIES.

4.10.1

The team leader is the liaison between the organisers and his team. He is responsible for the proper conduct of his team members, and for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others.

3.6. STATUS OF RULES AND REGULATIONS.

4.5.7

Once competition flying on the first day has started no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective. Competitors may not be substituted, change to another Class nor change their glider (4.18.4.)

3.7. REST DAYS

4.23

There will normally be a rest day after six consecutive days flying unless this day is the last competition day of the championships.

3.8. COMPLAINTS AND PROTESTS.

4.24.

A complaint may be made to the organisers, preferably by the team leader, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously.

If the complainant is not satisfied with the outcome the team leader may make a protest in writing to the Director or his Deputy. (see General Section Chapter 5)

The time limit for protests is ---- hours after publication of the provisional task results, except that after the last contest task it is ----- hours. The protest fee is -----.

3.9. BRIEFING.

4.16

Briefing for team leaders and/or competitors will be held on each flying day. Task, weather, airspace information and any special requirements will be in writing. Flight safety requirements given at Briefing carry the status of regulations. Attendance at Briefing is compulsory.

3.9.1. Team Leaders meetings, in addition to Briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team leaders.

4.17.

4. FLYING AND SAFETY REGULATIONS

- 4.1. COMPLIANCE WITH THE LAW. 4.18.1
Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held.
- 4.2. PREPARATION FOR FLIGHT. 4.18.3
Each glider shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.
- 4.3. FLIGHT LIMITATIONS. 4.18.2
Each glider shall be flown within the limitations of its C of A or permit to Fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors or the public shall be avoided. Aerobatics are prohibited.
- 4.4. DAMAGE TO A COMPETING GLIDER. 4.18.4.
Any major damage shall be reported to the organisers without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Director to replace the glider for reasons of damage or loss or theft beyond the control of the pilot it may be replaced by (a) an identical make and model or (b) in Classes 1 and 2 only by one of similar or lower performance and eligible to fly in the same Class.
- 4.5. TEST AND OTHER FLYING 4.20.1
No competitor may take off during a competition day from the contest site without the permission of the Director. This may be given for a test flight except that if the task for that Class has started the pilot must land and make a competition take off on the task.
- 4.6. PROTECTIVE EQUIPMENT. 4.19.1.
Every pilot shall wear a protective helmet and carry an emergency parachute on all flights. (State any further safety equipment).
- 4.7. FITNESS. 4.19.2
A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air must be reported to the Director or championships doctor before flying.
- 4.8. COLLISION AVOIDANCE. 4.19.3
Circuit, turning and landing patterns given at Briefing shall be complied with, international collision avoidance regulations obeyed and a proper look out kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.
- 4.8.1. A competitor involved in a collision in the air must not continue the flight if the structural integrity of his glider is in doubt. 4.19.4
- 4.9. CLOUD FLYING 4.19.5
Cloud flying is prohibited. Gliders may not carry gyro instruments or other equipment allowing flight without visual reference to the ground

- 4.10. BALLAST. A competing glider may carry jettisonable ballast only in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner likely to affect other competing gliders. 4.19.8
- 4.11. EXTERNAL AID TO COMPETITORS. Any help in navigation or thermal location by non-competing gliders including competing gliders not carrying out the task of their own Class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. 4.21
- 4.12. RADIO TRANSCEIVERS. (State if radio transceivers are prohibited or permitted. If permitted this article reads): One transceiver is permitted in each competing glider, one for each team leader and one in each retrieve vehicle. These radios are for communication between competitors and between them and the organisers. Only frequencies allocated by the organisers may be used. The above does not apply to ELTs incapable of voice transmission. The use of GPS, Decca or Loran Positioning systems during competition flights is/is not permitted. 4.21.3/4
- 4.13. FLIGHT BOUNDARIES. Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at Briefing to cross such boundaries. 4.30.1

5. CHAMPIONSHIP TASKS.

- 5.1. To count as a championship task all competitors in the Class concerned will be given the opportunity to have at least one contest flight with time to carry out the task. 4.4.5
- 5.1.1. The task for each Class may be different and a task may be set for one Class only. 4.26.3
- 5.1.2. A competitor will be allowed ----- take off(s) to attempt the task within the stated launch period. 4.26.5
A failed take off counts as one of the permitted number of starts unless it was due to a fault of the organisers. 4.28.2
- 5.2. TASK PERIOD 4.27.2
Times of window open for take off and times for the closing of the window, turn points and last landing will be displayed in writing. 4.26.6
If the start is delayed all given times will be delayed by corresponding amounts. The closing time (last landing time) is sunset plus 30 minutes unless all competitors have already landed.
- 5.3. TASK SUSPENSION OR CANCELLATION 4.19.6
The Director may cancel a task before any competitor has taken off if the weather becomes unsuitable. He has the power to suspend or cancel a task after some or all of the pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots and which would endanger their safety. If flying is suspended for only a short period the Director need not cancel the task. Information will be given at Briefing on how any such cancellation would be announced.
- 5.4. TYPES OF TASK 4.26.3
Only tasks listed in Section 7 4.26.1. will be used. The task for each Class may be different and a task may be set for one Class only. 4.26.4
Alternative tasks may be given at Briefing for weather reasons but once flying has started the task will not be changed.
- 5.5. FLYING THE TASKS
- 5.5.1. A set course shall be flown in the direction specified at Briefing. Control at turn points will be by photographic evidence. (S7 5.5). 4.28.1.
- 5.6. The finish line is crossed by a Class 1 or 2 glider when its nose cuts the finish line in the correct direction. In Class 3 the pilot's foot must cross the line in the correct direction. 4.28.5
- 5.7. OUTLANDINGS 4.29.1
If a pilot lands away from the goal airfield or from base he must inform the organisers by telephone or radio with the minimum delay and at latest by the closing time of the task. On return to base the pilot must report immediately to Control.
Failure to follow this procedure without good reason may result in no score for the task, or charges for any rescue services called out.

6 SCORING.

4 31.

- 6.1 (Insert Scoring system approved by CIVL when making Bid including method for normalising group scores (if needed). (S7 4.32.)
- 6.2. Team Scoring. (S7 4.33.5.) A team score shall be determined from the total scores of the top three pilots of a national entry (S7 4.9) calculated on each scoring day.

7. PHOTOGRAPHIC EVIDENCE.

5.5.

- 7.1. The camera lens must be fixed focal length between 35 and 55 mm and take 35 mm film. The film must remain uncut.
- 7.2. Except for open distance tasks for which photo evidence may not be required each film must show as a minimum:
 - 1/ Pre-take off photo of the task board and pilot identification and/or glider number
 - 2/ Photo of the start point (if any) and turn points from the correct sector. The sector limit is 1km from the quadrant apex unless stated differently at Briefing.
 - 3/ Photo of the glider after landing showing its number together with identification evidence of the landing place.
- 7.3. Two cameras may be used but only one film will be used to verify the flight. Both films are to be handed in after landing, marked 1 and 2.
- 7.4. Pilots are advised to scratch or mark their competition number on the tongue of each film before loading.
- 7.5. Data back (time) cameras may/will be used. but and time shown will not take precedence over that shown on the official clock.

WORLD CHAMPIONSHIP ENTRY FORM EXAMPLE.

ENTRY FORM FOR
(Title of championships, Dates, Location, Country).

Name of National Aero Club _____

Address _____

_____tel/fax _____

We wish to enter the following competitors who qualify under the FAI
Nationality or Residence Rules. (General Section 3.7.)

Name	Nat/Res	age	sex	Comp Class	P1/P2	Sporting Licence no	Pilot Qualification
------	---------	-----	-----	------------	-------	------------------------	------------------------

Note. The maximum number of gliders which may be entered is ____ with not
more than ____ in any Class.

Name of Team Leader _____

Names/number of Assistants if known _____

Names/number of accompanying technical officials if known _____

PTO

RW. March 93

ENTRY FEES. For each pilot (insert amount) _____
For each assistant (insert amount) _____
For the Team leader (insert amount) _____
For each technical official (insert amount) _____F
Total _____

This amount is enclosed/will be paid by (date) _____ in the form
of (currency) _____

The following is included in the entry fee _____

!/We declare that the above information is true. Signed _____

Name _____ Position in NAC _____ Date _____

INSURANCE. Each competing glider must be covered for public liability
risk to the value of _____. Proof of cover must be provided at Regis-
tration and before the aircraft is flown. Competitors are strongly advised
to take out personal accident cover. Insurance can/cannot be arranged on
arrival through the organisers.

PUBLICITY. A passport type photograph and a short biographical note
for each pilot and the team leader should be provided either with this
Entry Form or at latest at Registration.

**PERSONAL ADDRESSES OF MEMBERS OF THE FAI HANG GLIDING COMMISSION
PRESENT AT THE MEETING HELD IN SAN FRANCISCO, U.S.A., ON MARCH 19-21, 1993**

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