

FEDERATION AERONAUTIQUE INTERNATIONALE  
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INTERNATIONAL HANG GLIDING COMMITTEE ( C.I.V.L.)

Plenary Meeting at Grenoble (France)  
Maison du Tourisme, Place de la République,  
Monday 13th August 1979 at 10.00 a.m.  
and Tuesday 14th August 1979 at 9.00 a.m.

A G E N D A  
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drawn up by the Secretary of C.I.V.L., Mr. T. Hudson  
received at F.A.I. on 10th July 1979

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(Norwegian letter)
- V. REVIEW OF 2nd WORLD HANG GLIDING CHAMPIONSHIP IN GRENOBLE
- VI. FUTURE WORLD CHAMPIONSHIPS
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- VII. REPORTS BY CHAIRMEN OF SUB-COMMITTEES
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FEDERATION AERONAUTIQUE INTERNATIONALE  
INTERNATIONAL HANG GLIDING COMMITTEE (C.I.V.L.)

MEETING AT GRENOBLE, FRANCE, ON THE 13th AND 14th AUGUST 1979

SUMMARY OF CONCLUSIONS

HANG GLIDING DIPLOMA

Approved by Council. D Poynter first winner - to be awarded October at General Conference.

REVIEW OF WORLD CHAMPIONSHIPS

Congratulations expressed by delegates to France.

1981 FUTURE WORLD CHAMPIONSHIPS, BEPPU, JAPAN

National Championships being run at Beppu, September 20 - 28 1980 - to test site organisation.

Information relating to world championship should be available by the end of 1979.

Position on advertising and sponsorship to be checked - information relating to same - to be sent out at least 1 year in advance.

1980 - Austria running an Open European Championship at Kössen - dates to be advised. Rules out before end of 1979.

Austria running Third World Cup in towing September 1980.

U.K. - running championship in September 1980 with open award, also closed championship for nationals only.

U.K. bid for 1983 world championships.

REPORTS FROM SUB-COMMITTEE

Section 7 approved for submission to F.A.I. AND C.A.S.I. to operate for 1980.

TRAINING

Norwegian scheme to be tried out and report progress.

CHAMPIONSHIP CLASSES

Class I Hang Gliders controlled by pilot weight shift only. Drag chutes and jettisonable ballast are prohibited.

Class II Hang Gliders having a moveable control surface or surfaces actuated directly by the pilot.

CHAMPIONSHIP TASKS

Request to all organisers that tasks be published as early as possible.

## INSURANCE

Questionnaire to be completed and returned to R Spooner urgently. Mr Spooner and Gremmen to research the creation of a fund to cover personal accident cover.

## SAFETY

Mr Willems to chair safety committee.

## PILOT RATING

Mr Fossum to liaise with Mr Pagen to discuss pilot rating system.

## MANUFACTURING STANDARDS

All manufacturing standards to be sent to Dr Wolf, Dr Oprecht and Mr Heckman to join committee. Standards to be unified (metric).

French work on test rigs and stability to be obtained.

## TOWING

New committee to be formed under Mr Paul Baker to study measurement and control for world and continental records, also competition rules. Mr Moyes asked to help with information.

## POWER

New committee to be formed under Mr Steve Hunt to investigate and report on the status of powered hang gliding - also whether to include PHG in C.I.V.L.

## C.I.V.L. LOGO

Approved.

## C.I.V.L. - C.I.V.V.

C.I.V.V. offer to award performance badges to hang glider pilots, accepted. Secretary to write.

## AIRSPACE

Maximum cooperation and discussion with authorities urged.

## NOMINATION FOR C.I.V.L. DIPLOMA '79'

Mr W Moyes - Secretary to write for details.

## A.O.B.

Request that sub-committees do their work before next meeting.

## ELECTIONS

President	Erwin Kjellerup	(SWEDEN)
Vice President	Stein Fossum	(NORWAY)
Vice President + Sec.	Tom Hudson	(IRELAND)

Chairman Int. Jury	Mrs Ann Welch	(UNITED KINGDOM)
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## DATE AND PLACE OF NEXT MEETING

First two days following championships at Kössen, to be advised.

# FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

COMMISSION INTERNATIONALE DE VOL LIBRE ( C.I.V.L.)

REUNION TENUE A GRENOBLE, (FRANCE), LES 13 ET 14 AOUT 1979

## RESUME DES CONCLUSIONS

### DIPLOME DE VOL LIBRE

Cette distinction a été approuvée par le Conseil. Elle sera attribuée pour la première fois à Dan POYNTER par la Conférence Générale en Octobre 1979.

### 2ème CHAMPIONNAT DU MONDE (St. Hilaire-du-Touvet)

Des félicitations sont adressées par les délégués à la France, pays organisateur.

### PROCHAIN CHAMPIONNAT DU MONDE EN 1981, à BEPPU, JAPON

Des Championnats Nationaux auront lieu à Beppu, du 20 au 28 Septembre 1980, en vue de tester le site.

Des informations sur le Championnat du Monde seront disponibles d'ici la fin de l'année 1979.

La situation concernant la publicité et la promotion sera vérifiée, et les précisions correspondantes devront être disponibles au moins un an à l'avance.

En 1980, l'Autriche organisera un Championnat Européen "ouvert" à Kössen (dates à préciser). Les règlements devront être disponibles à la fin de 1979.

L'Autriche organisera la 3ème Coupe du Monde de vol tracté en Septembre 1980.

Le Royaume-Uni organisera un Championnat en Septembre 1980 "ouvert" ainsi qu'un Championnat national.

Le Royaume-Uni se propose pour l'organisation des Championnats du Monde de 1983.

### RAPPORTS DU SOUS-COMITE

La Section 7 révisée est approuvée en vue de sa présentation à la C.A.S.I., et de sa mise en oeuvre en 1980.

### ENTRAINEMENT

Le projet norvégien sera expérimenté et fera l'objet d'un rapport.

### CLASSES DE CHAMPIONNATS

Classe I Appareils de vol libre contrôlés par le seul déplacement du poids du pilote. Parachutes de trainée et lestes largables interdits.

Classe II Appareils avec contrôle aérodynamique dirigé par le pilote.

### EPREUVES DE CHAMPIONNATS

Les organisateurs devront publier ces épreuves aussitôt que possible.

Résumé des Conclusions de la C.I.V.L. - Réunion des I3 & I4/8/1979  
GRENOBLE (FRANCE)

ASSURANCE

Le questionnaire devra être rempli et renvoyé à M. R. Spooner, le plus tôt possible. Messieurs Spooner et Gremmen examineront la création d'un fonds de couverture d'accident individuel.

SECURITE

M. Willems est nommé Président de la Commission.

NIVEAU DE PILOTAGE

M. Fossum prendra contact avec M. Pagen en vue de discuter du système envisagé.

FIABILITE

Les niveaux de fabrication seront communiqués au Docteur Wolf, au Docteur Oprecht et à M. Heckman qui formeront un groupe d'études. Les standards devront être établis sur la base du système métrique. Les travaux entrepris en France sur l'essai de résistance des gréements seront rendus disponibles.

VOL TRACTE

Un nouveau Sous-Comité est formé sous la direction de M. Paul Baker. Il examinera notamment les règles à prévoir pour l'établissement de records et les règlements de compétitions. M. Moyes donnera son appui.

VOL LIBRE A MOTEUR

Un Sous-Comité est formé sous la direction de M. Steve Hunt. Il étudiera la situation du vol à moteur et l'opportunité de l'inclure éventuellement dans le cadre de la C.I.V.L.

EMBLEME DE LA C.I.V.L.

L'emblème de la C.I.V.L. est approuvé.

RELATIONS C.I.V.L. - C.I.V.V.

La C.I.V.V. a proposé d'autoriser l'octroi d'insignes de compétence de vol à voile aux pilotes de vol libre. Cette offre est acceptée par la C.I.V.L.

ESPACE AERIEN

Des contacts seront pris avec les administrations responsables afin d'assurer une coopération maximum.

DIPLOME C.I.V.L. POUR 1979

M. W. Moyes est désigné pour cette distinction par la C.I.V.L.

QUESTIONS DIVERSES

Il est recommandé aux Sous-Commissions de terminer leurs travaux à temps pour la prochaine réunion.

ELECTIONS

Président .....	Erwin Kjellerup	(Suède)
Vice-Président .....	Stein Fossum	(Norvège)
Vice-Président et Secrétaire } .....	Tom Hudson	(Irlande)

Président du Jury International.... Mms Ann Welch (Grande-Bretagne)

DATE ET LIEU DE LA PROCHAINE REUNION

FEDERATION AERONAUTIQUE INTERNATIONALE

INTERNATIONAL HANG GLIDING COMMITTEE (C.I.V.L.)

MEETING AT GRENOBLE, FRANCE, ON THE 13TH - 14TH AUGUST 1979

M I N U T E S

drawn up by Mr T Hudson, Secretary of the C.I.V.L.

Were present : In the Chair : Mr Erwin KJELLERUP,  
President of C.I.V.L.  
Mrs. Ann WELCH, Honorary President  
of C.I.V.L. (UNITED KINGDOM)

AUSTRALIA..... Mr Bill MOYES, Observer  
AUSTRIA..... Mr Sepp HIMBERGER, Delegate  
FRANCE ..... Mr Rene COULON, Delegate  
IRELAND ..... Mr Tom HUDSON, Vice President +  
Secretary C.I.V.L.  
JAPAN ..... Mr Asahi MIYAHARA, Delegate  
Mr Yoshiki OKA, Observer  
LUXEMBOURG ..... Mr Jean WILLEMS, Delegate  
NETHERLANDS ..... Mr Floor GREMMEN, Delegate  
Mr Maarten BRANDT, Observer.  
NEW ZEALAND ..... Mr Mark NICHOLS, Observer  
NORWAY ..... Mr Stein FOSSUM, Delegate  
Mr John COLDWELL, Alt Delegate  
POLAND ..... Mr Jerzy WOLF, Delegate  
SOUTH AFRICA ..... Mr Eric CORNHILL, Delegate  
SWITZERLAND ..... Dr Ulrich OPRECHT, Observer  
UNITED KINGDOM ..... Mr Reggie SPOONER, Delegate  
Mr Roy HILL, Observer  
UNITED STATES ..... Mr Richard HECKMAN, Observer  
Mr Bill BENNETT, Observer  
U.S.S.R. .... Mr E ELIZAROV, Observer  
Mr A Klimenko, Observer  
Mr E GOUSTOV, Interpreter

F.A.I. : Mr Bertrand LARCHER

APOLOGIES FOR ABSENCE WERE RECEIVED FROM :

Mr Dan POYNTER (UNITED STATES)  
Mr Don WOODS (SOUTH AFRICA)

Minutes C.I.V.L. 13/14.8.79 Meeting

The meeting was opened by C.I.V.L. President, Erwin Kjellerup who welcomed the delegates - with a particular welcome for the USSR observers who attend C.I.V.L. for the first time.

I. APPROVAL OF MINUTES OF THE LAST MEETING

These minutes were approved, subject to clarification of 5 M rule.

Matters Arising From Minutes

Mr Larcher reported that proposals made by C.I.V.L. at it's meeting held in September 1978 for the creation of a hang gliding diploma (which could be awarded every year by the F.A.I. General Conference to an individual having made an outstanding contribution to the development of hang gliding) had been approved by Council in June 1979. At the same time, the nomination of Dan Poynter as the first winner of this award had been confirmed and the diploma would be given to him at the forthcoming General Conference, next October.

II. APPROVAL OF CURRENT AGENDA

The President explained the drawing up of the Agenda - approved.

The President invited the USSR observer to tell the meeting about the progress of hang gliding in the USSR.

Mr Elizarov said that it gave him great pleasure to be present at C.I.V.L. and to have observed the 2nd World Championships. He brought the good wishes of Hang Glider Pilots in USSR to all delegates and Hang Glider Pilots taking part in the championships.

Hang Gliding was still a young sport, but becoming popular with all ages and professions. There was no serial production yet, but would be making hang gliders soon. There were 7,000 pilots who had formed into clubs also a Federation one year ago.

During the past year, a group flight was made by 5 pilots from Mount Elbrose, 6,000 m AGL. Next year, USSR are promoting the Olympic Games - and the hope is that hang gliding will become an olympic sport. In answer to questions - most gliders are home made - series production - will be for training gliders.

Minutes C.I.V.L. 13/14.8.79 Meeting

III. SELECTION OF AN ELECTION COMMITTEE

The president nominated his choice for this duty:

Mr Miyahara  
Mr Hill

Terms of reference: "to talk to delegates - to find out if they are prepared to work - and if they are prepared to stand for office? - there is no limit to their terms - this should help avoid embarrassment" - Approved.

IV. DECISION MAKING PROCEDURES

Procedure was discussed - decision making according to the statutes.

C.I.V.L. is made up of delegates.

The Bureau consists of the President, Vice Presidents + Secretary who can deal with matters arising during the year. Decisions are only made at the annual meeting.

Mr Gremmen (NETHERLANDS) said that there was too short a time given to working in sub-committees - suggested that more time should be allowed.

Mr Spooner (UNITED KINGDOM) suggested that time could be spent on sub-committee work during the championships.

Mr Fossum (NETHERLANDS) did not agree with shortened meetings. The President said that C.I.V.L. was a young committee, and was evolving it's own system and this would improve with time.

V. REVIEW OF 2ND WORLD HANG GLIDING CHAMPIONSHIPS

Mr Coulon (FRANCE) considered that the running of the Championships had been a hard task. Also with the number of pilots involved cross country tasks were a problem.

Many delegates expressed their approval of a championship well run. Also the following points were made:

1. Consideration should be given to the numbers - it was felt that there were too many representing each country. (IRELAND).
2. Only drawback for some countries - was the language barrier (JAPAN).

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V. REVIEW OF 2ND WORLD HANG GLIDING CHAMPIONSHIPS (Cont'd)

3. Uruguay had wanted to come, but didn't get an answer (SPAIN).

Mr Larcher pointed out that Uruguay are not F.A.I. members and should not have been allowed to fly.

U.K. proposed a vote of congratulations to France - passed unanimously.

VI. FUTURE WORLD CHAMPIONSHIPS

1981 JAPAN

Chairman Hang Gliding Committee Japan gave the following details of the forthcoming World Championships, taking place at Beppu, which is located on the southern island of Japan.

Travelling time to Beppu from TOKYO (1200 KM) by air 1½ hours  
TOKYO by train 8 hours  
OSAKA ( 670 KM) by air 50 mins.

The flying site is 1370 m AGL.

3 take-off points with 760 m height difference between take-off and landing.

The mountain is only 7 KM from the sea - prevailing wind W. Landing places are small, but are being extended. Mr Miyahara reported that this work will be finished by next Spring.

Transport up the hill is by cable car, taking 20-30 gliders per trip. It was felt that cross country flights would be possible. The National Championships were being run at Beppu in November 1979 and it was hoped to run an International Hang Gliding Competition at Beppu on September 20-28 1980. Mr Miyahara said that the organisers are negotiating with the airlines, for special facilities and are also looking for sponsorship to keep prices down. It was hoped that information should be available by the end of the year.

Questioned about charter groups (LUXEMBOURG), Mr Miyahara said that this was already being investigated. There was considerable discussion on advertising. Mr Miyahara said that he was in favour of advertising but will check the position in Japan and will advise C.I.V.L.

Minutes C.I.V.L. 13/14.8.79 Meeting

VI. FUTURE WORLD CHAMPIONSHIPS (Cont'd)

It was agreed that a clear indication of the Rules relating to advertising and sponsorship should be sent out at least 1 year in advance.

At the end of the discussion C.I.V.L. made the following recommendation to the Japanese Organisers that "Advertising should be allowed unless prohibited by the host country - or the country of origin".

Mr Miyahara was thanked for his splendid presentation.

It was also stated that there was to be no distinction between Amateur and Professional.

To the question about access - delegates were advised there were no restrictions.

1980

(AUSTRIA) Mr Himberger said that it was intended to run an Open European Championship in Kossen. Regulations will be out before the end of 1979.

Mr Himberger also advised that Austria intended running the Third World Cup in Towing - September 1980.

Mr Spooner (UNITED KINGDOM) advised that the U.K. would hold a championship in September 1980 at which an Open Champion Award will be given - (open to anyone from any country), also a closed British Champion award will be given (open to British only).

1983 World Championship

The U.K. proposes to have a draft outline prepared for the next C.I.V.L. meeting.

U.K. can give no absolute guarantee that free access can be given.

VII. REPORTS BY CHAIRMEN OF SUB-COMMITTEES

SECTION 7 See appendix 1 circulated separately.

Detailed discussion and final reading of the document with the following amendments:

Minutes C.I.V.L. 13/14.8.79 Meeting

VII. REPORTS BY CHAIRMEN OF SUB-COMMITTEES (Cont'd)

- 1.2 A powered hang glider, desirability of having definition to cover this aspect of hang gliding, was agreed.  
U.K. requested that their objection to retaining a definition for powered hang gliding be recorded.
- 1.5 Nationality - new definition to be approved at the General Conference.
- 2.2.1 See amended Section 7. See Appendix I.
- 2.4.1 Discussion on towing. Mr Moyes (AUSTRALIA) (towing requirements should be retained).  
New definition to read: a. a foot launch  
b. a tow launch \*\*
- \*\* Towed launches are valid for record attempts as soon as regulations concerning control and measurement have been approved by C.I.V.L.  
Sub-Committee for study of tow launching. Ref: Towing Report
- 2.6.2. Distance changed from 5 KM to 2KM.  
Delete "Speed".
- 3.2.1. Delete last line.
- 3.2.3. Delta Gold, doubts expressed that 300 KM or 200 KM out and back could be achieved. Majority vote in favour to stay as written.
- 6.2.1. Approved after discussion.
- 6.2.5. Approved.
- 6.2.6. Change of wording to "each hang glider must conform to National or International air worthiness Standards".
- 6.2.8. Championship classes. Mr Hills recommendations read to meeting. Ref: Championship Classes Report.
- 6.2.9. Amended to "precision and performance flying.  
duration  
precision landing  
cross-country distance."

Section 7 having been amended, was approved and is now to be sent to F.A.I. for submission to C.A.S.I. and Council so as to go into operation for 1980.

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TRAINING See Appendix 2, circulated separately.

Mr Fossum (NORWAY) presented his "Hang Glider Progression Plan", a training system, saying that flying has never been easy - the proposed system has been based on simplicity.

Mr Fossum suggested that it should go on trial for a year. Then be reviewed at next years C.I.V.L. meeting.

Sweden, Ireland and some other countries will try it out and report back. The system uses colour coding - could identify pilots by colour badges.

Mr Fossum said that if the draft is approved the copy right will be reserved for the C.I.V.L. training committee and no other parties will be allowed to print without written permission. Also no private party will be allowed to profit by printing and publishing the programme.

Comments made during discussion:-

- (UNITED KINGDOM) Lack of instructors could prevent the smooth introduction of such a system.
- (LUXEMBOURG) Concern at lack of international pilot rating and hoped that this could help prevent accidents.
- (U.S.A.) Complimented Mr Fossum on the work done and suggested that it could be adopted for the development of training programmes - also as a ground for pilot rating.
- (NEW ZEALAND) Foresaw difficulty to control.;
- (U.S.A.) Problem on signing forms in the U.S. - could lead to instructors being sued for negligence.
- (SOUTH AFRICA) This is the kind of work we need in hang gliding - it should be shown to the pilots.
- (UNITED KINGDOM) Commended the system - it would help in safety in training.
- (NETHERLANDS) Could be useful. But first the instructors must believe in it.

Mr Fossum intends going to the U.K. to liaise with Mr Hill (UNITED KINGDOM), Mr Hudson (IRELAND) and will try to go to the United States and meet D Pagen. Progress will be monitored and reports made. The meeting passed a special vote of thanks to Mr Fossum.

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CHAMPIONSHIP CLASSES

Mr Hill (UNITED KINGDOM)

Recommendation

- Class I      Hang Gliders controlled by pilot weight shift only.  
                  Drag chutes and jettisonable ballast are prohibited.
- Class II     Hang Gliders having a moveable control surface or surfaces actuated directly by the pilot.

The organisers of any championship shall state in the Local Regulations whether or not drag chutes and jettisonable ballast will be permitted in either or both classes.

Championship Tasks - on each flying day one or more of the following tasks shall be set:

- Precision and performance flying.
- Duration.
- Precision landing.
- Cross-country distance.

A request is made to all organisers of championships that tasks be published as early as possible and C.I.V.L. should receive the Local Regulations for a World Championship as soon as possible.

Mr Hill was thanked for the work done in clarifying the classes.

INSURANCE See Appendix 3

Good progress has been made in establishing a world wide hang gliding insurance cover for members of C.I.V.L. The cover will be for legal liability at Law - to arrive at a premium, as different countries have different conditions and requirements, it was requested that the questionnaire be completed and returned as soon as possible to Mr Spooner (UNITED KINGDOM).

Mr Gremmen (NETHERLANDS) stated that personal accident insurance is difficult to obtain - and suggested that a special fund should be started - Mr Spooner said that "Personal Accident" is available. It was decided that Mr Gremmen with the assistance of Mr Spooner will research the possibility of creating a special fund to cover personal accident insurance throughout the world for each country related to C.I.V.L.

Minutes C.I.V.L. 13/14.8.79 Meeting

SAFETY

No report.

Mr Willems (LUXEMBOURG) was requested to chair the Safety Committee - and was advised that he should contact Mr Wills (UNITED STATES), Mr Camps (SPAIN) and Mr Sporri (SWITZERLAND).

PILOT RATING

Report from Dennis Pagen (UNITED STATES) Appendix 4

It was agreed that Mr Fossum (NORWAY) should liaise with Mr Pagen to combine or further discuss a pilot rating system. Mr Heckman (UNITED STATES) to keep Mr Pagen informed.

MANUFACTURING STANDARDS

Little progress so far - apart from exchanges of information, Dr Wolf said that he had received United Kingdom, German and United States standards but no others. Information is badly needed.

Dr Oprecht and Mr Heckman to join this committee. Dr Wolf to act as chairman and to present a manufacturing standards document for international guidance.

Japan's proposal on unification of measurement (metric) was passed onto the committee.

The delegates were also told of the French Government documents (two) dealing with Test Rigs and stability and control for study.

TOWING

With growing activity - there is need for an active committee - Mr Hill (UNITED KINGDOM) suggested that U.K. would chair this committee - the name of the chairman is Paul Baker, Wellesbourne airfield, Stratford on Avon, Warwickshire.

There now existed need for measurement and control of towing for world and continental records and competition rules.

It was noted that both Australia and U.S.A. had a practical approach to towing and that there existed a manual on the subject written by Harry Robb. Mr Moyes was asked to assist the committee with information.

Minutes C.I.V.L. 13/14.8.79 Meeting

POWER

With growing numbers of powered hang gliders, concern was expressed about control or whether they should be included in C.I.V.L. at all.

The meeting proposed that a committee be set up, Mr Hill to seek a chairman - and with the following terms, "to investigate the matter and to come up with a report on the status of powered hang gliding - that contains the necessary information whether or not to include powered hang gliding in C.I.V.L."

Chairman to be Steve Hunt, Hiway Hang Gliders Ltd., Sirhowy Hill, Tredegar, Gwent NP2 4XP.

VIII. C.I.V.L. LOGO

The meeting approved the logo that was supplied with the minutes of the last meeting.

IX. C.I.V.L. - C.I.V.V. BADGE EQUIVALENCE

The question of the propriety of awarding C.I.V.V. performance badges to pilots who fulfill the requirements while flying hang gliders was fully discussed and the letter from Mr W S Ivans, President C.I.V.V., was read to the meeting - see appendix 5.

The delegates felt that it was a generous gesture on the part of C.I.V.V. and was most encouraging to C.I.V.L. Secretary to write to C.I.V.V. to accept the offer with thanks.

X. AIRSPACE

Restriction in some countries are causing great concern. In some countries pilots are restricted to max 100 m AGL which effectively cuts out thermal flying.

The meeting felt that the only solution was maximum cooperation with the authorities, in most cases rules were drawn up to protect all parties. At no time should hang gliders become a nuisance to other aircraft. By cooperation, it was felt that hang gliding would establish it's awareness of a responsibility towards the authorities, and would gain more than if it broke the law.

Minutes C.I.V.L. 13/14.8.79 Meeting

XI. NOMINATIONS FOR THE AWARD OF THE C.I.V.L. DIPLOMA

Mr W Moyes was nominated at the Koessen meeting for the 1979 Diploma. The Secretary to write to Australia to remind them to send the details to F.A.I. headquarters, Paris.

XII. ANY OTHER BUSINESS

The President requested that member of sub-committees should be encouraged to do what they can to meet and conclude their reports before the next meeting. Sub-committee chairman to advise progress to President, this will be circulated.

XIII. ELECTIONS

Nomination for President:

Mr Erwin Kjellerup, SWEDEN

Mr Kjellerup declared President.

Nomination for Vice Presidents:

Mr Stein Fossum, NORWAY

Mr Tom Hudson, IRELAND

Both elected. Mr Hudson agreed to carry on the duties of Secretary.

Nomination for Chairman of International Jury:

Mrs Ann Welch, UNITED KINGDOM

Elected.

XIV. DATE AND PLACE OF NEXT MEETING:

To be held on the first two days following the Championships at Koessen.

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Roggie SPONNER  
CLIFTON HOUSE  
BATH ROAD  
COWES I. OW ( U.K. )

You will recall that last year I was charged with responsibility for establishing a World wide Hang Gliding insurance coverage for all members of CIVL.

Obviously it is a prime requirement that we establish the Third Party Liability coverage, but as information required is common to both I shall at the same time try to establish a World Personal Accident coverage.

Underwriters have agreed in principle to quote all member countries of CIVL for their Third Party Liability in the sum of £ 250,000 Sterling - roughly equivalent to \$ 500,000, i.e. half a million in U.S. dollars. Pilots would be covered to fly in any country under the CIVL scheme.

There would be no limit to the number of incidents in any one year - the maximum payable in respect of any one incident being £ 250,000 Sterling or equivalent in local currency. The National Hang Gliding Club would be required to pay the first £ 50 of any claim - although, as they already do in the United Kingdom, responsibility for that payment could be delegated to the individual concerned. That has the merit of making anyone a little cautious.

Underwriters would be happy to quote the same premium for all member countries, but as the number of individual members of the National Hang Gliding Associations and their claims experience may be widely varying, they will initially quote on the risk for each separate country.

Cover will be for the national organisation in each country, for their national Committee and all of their officers, for all of their members, for the Landowners from whose land hang gliding pilots fly and for any friends or relative who might unwittingly cause an incident.

To arrive at a premium, Underwriters would like the attached record of number of members and claims experience for both Third Party Liability and Personal Accident to be completed. They do insist on both being completed, because although there may have been only a very small number of Third Party Liability

claims the number of accidents involves Pilots will have some bearing on the possible frequency of Third Party claims and both must therefore be completed.

Please return the attached papers.

Yours very sincerely,

Reggie Spooner



ACCIDENTS TO THIRD PARTIES

SERIAL NUMBER	DATE	PILOT'S NAME	MAKE OF GLIDER	INJURY	LENGTH TIME THIRD PARTY UNFIT WORK	CAUSE OF ACCIDENT	CLAIMS PAID/O'STANDING
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PROPERTY DAMAGE

SERIAL NUMBER	DATE	PILOT'S NAME	MAKE OF GLIDER	DESCRIPTION OF DAMAGE CAUSED	AMOUNT CLAIMED	CAUSE OF ACCIDENT	CLAIMS PAID/O'STANDING
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FAI PILOT RATING SYSTEM

There is a great need for an international system for rating hang glider pilots, due to the increasing number of pilots visiting foreign countries. One of the challenges of the sport is flying different sites over a variety of terrain. Traveling to other countries to fly is the best way to encounter these challenges. A traveling pilot needs a universally accepted rating to comply with various site regulations.

A problem exists, however, in devising such a universal system. Many countries have their own highly evolved rating system tailored to suit their particular needs. It would be virtually impossible to create an FAI administrative system to fairly replace that of the individual countries. For this reason, we have instituted the system detailed below.

**NAME:** The international hang glider pilot rating system will be hereinafter known as the FAI Pilot Rating System (FAIPRS)

**PURPOSE:** The purpose of this system is to provide a hang glider pilot of any country with a means of obtaining an international rating through his own national hang gliding association. The pilot will not have to perform additional tasks for the rating. In addition, his rating will be valid in all FAI member countries.

**OPERATION:** A pilot wishing to fly in foreign airspace will write his national association and request an FAI Pilot Rating. The national association looks up his record and issues an FAI Pilot Rating System card with the pilot's identification and FAIPRS level typed in the appropriate place. The pilot then uses this card when requested to prove his rating in foreign countries.

The national association of each country decides for itself what levels of their rating system are equivalent to the FAI levels. To do this, a comparison is made between the FAI requirements and the requirements of the national association's own rating system. The closest match is chosen and kept on file. When a pilot requests an FAI card, the national association simply gives him the FAI rating that they have chosen to be equal to the pilot's current rating. An appropriate fee may be collected by the national office to cover administration expenses.

Sites in FAI member countries will not have to be rated additionally with the FAI rating, since the FAIPRS card will list the requirements for each level. A site director can then judge the pilot's ability by reading the requirements for the level typed on the card. Of course, popular sites that attract many international pilots will find it advantageous to post an FAI rating requirement along with their national requirements.

**ADMINISTRATION:** The FAI will send a quantity of blank rating cards to each country's national headquarters. The member countries then return to the FAI a statement of which levels of their rating system they have chosen to equal the FAIPRS levels. In addition, each country sends the FAI a copy of their national rating system.

In keeping with the spirit of self regulation that is our ideal, each member country rates its own pilots. However, a country whose national rating system is deficient, or who evaluates the FAIPRS too low, will be corrected in the following manner. Countries that receive complaints from site directors concerning individuals from other countries that are not flying up to the ability stated on their FAIPRS card, will forward these complaints to the FAI office. If a given country is indicted in numerous complaints, the FAI will review that country's choice of FAIPRS equivalence and request an upgrading if it is deemed necessary.

Hopefully, the number of complaints will be very few as each country realizes that evaluating the FAIPRS too low actually exposes their pilots to embarrassment as well as possible accidents. The obligations of the

national associations and the FAI are thus mainly administration and supplying of information. A fee may be charged by the FAI to cover the cost of distribution of the rating cards.

THE CARD:

 <b>FAI PILOT RATING SYSTEM</b>	
NAME <u>LEONIE PARRIS</u>	
ADDRESS <u>132 ONE DA ST.</u> <u>SPRINGFIELD MA 01101</u>	
COUNTRY <u>USA</u>	
NATIONAL RATING <u>ADVANCED</u>	
FAI RATING <u>C</u>	
DATE <u>1/20/79</u>	
SIGNED <u>[Signature]</u>	

NO RATING	CLASS A	CLASS B	CLASS C
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

FRONT

BACK

THE RATING SYSTEM:

**NO RATING.** If a pilot is currently unrated in his own country, this is signified by typing NONE in the rating line of the FAIPRS card. In this case, no particular hang gliding skills should be assumed unless the pilot demonstrates these skills under supervision.

**CLASS A.** A pilot with a class A rating will be considered to be a novice. He is expected to be able to take off, control airspeed and land safely at sites presenting little difficulty in the form of obstructions. He should be able to perform turns up to 90°. He does not necessarily have any additional class B and C skills.

**CLASS B. 1.** The pilot has flown for over one year and can produce proof of having completed over 100 flights.

**2.** The pilot has safely flown with over 300m (1000ft) ground clearance.

The pilot can:

3. safely demonstrate both slope and cliff launches in calm and windy conditions.
4. fly safely in winds up to 25kph (15mph).
5. perform linked 180° turns in both directions in a smooth, efficient manner.

6. demonstrate a stall recovery from straight and level flight as well as from a gentle banked turn.

7. set up landings in areas with minor complicating obstructions (power lines, trees, buildings, etc.).

8. demonstrate knowledge of air traffic rules for confronting other hang gliders and conventional aircraft.

**CLASS C. 1.** The pilot has flown for over two years and can produce proof of having completed over 300 flights.

**2.** The pilot has flown at least 10 sites, including several inland sites.

The pilot can:

3. fly safely from any altitude.
4. fly safely in winds up to 32kph (20mph).
5. demonstrate soaring in a variety of conditions.
6. perform linked figure 8 turns, as well as \_\_\_\_\_ turns in both directions.

7. land safely in the most difficult areas.

8. The pilot shows sound judgement in choosing the conditions safe for flying.

These tasks were chosen to represent a wide variety of requirements used in different countries with different flying conditions. At each level, requirements for launching, maneuvering in flight, landing and using sound judgement are included. The FAI member countries should exercise great care in choosing the FAIPRS level equivalent to their own rating system.

807 La Jolla Rancho Road  
La Jolla, CA 92037  
April 25, 1979

Federation Aeronautique Internationale  
6, Rue Galilee  
75782 Paris, Cedex 16  
France

Attn: Mr. Bertrand Larcher, Director General

Subject: Inquiry to CASI - "CIVV badges to Hang Glider Pilots?"

Dear Bertrand:

I wish to have the guidance of CASI in confirming the propriety of awarding CIVV performance badges to pilots who fulfill the requirements while flying Hang Gliders.

I believe that the General Section of the Sporting Code offers no obstacle here, as the Hang Glider fully conforms with the general definition of a Glider. Nor is there any obstacle in present or proposed versions of Section 3.

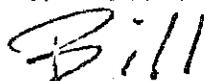
No problems of any consequence are foreseen by CIVV in making such awards. In nearly all cases the skill and effort required to earn a performance badge in a hang glider is likely to be considerably in excess of that involved in making the same flights in a conventional glider.

Also, it may be well to bear in mind that all of our modern gliders have roots in the hang glider efforts of such aviation pioneers as the Wright Brothers, Octave Chanute, John Montgomery and the great Otto Lilienthal, whose name graces the single medal awarded each year by FAI in honor of current gliding performances or services.

This inquiry, of course, stems from the possibility that there may be an overlap in jurisdiction with CIVL, as discussed with you at the March meeting of CIVV.

I therefore ask that this matter be brought to the attention of CASI, and very likely CIVL, through your good offices.

With warmest regards,



W. S. Evans  
President, CIVV



# FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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