

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE



COMMISSION INTERNATIONALE DE VOL LIBRE
THE INTERNATIONAL HANG GLIDING COMMITTEE



MEETING AT F.A.I. HEADQUARTERS, PARIS, FRANCE, 6TH AND 7TH APRIL 1987

MINUTES

drawn up by Mr. Manfred Moos, Secretary of C.I.V.L. and approved by Mr. Thomas B. Bosshard, President of C.I.V.L.

PRESENT:

Mrs. Ann Welch,

Honory President of C.I.V.L. and secretary for
the revision of Chapter 7 (Sporting Code)

In the chair: Mr. Thomas B. Bosshard, President of C.I.V.L. (Switzerland)

Australia.....	Mr. Bill Moyes, VP CIVL & Delegate
Austria.....	Mr. Sepp Himberger, Delegate
Brasil.....	Mr. Pepe Lopes, Delegate
China.....	Mr. Wu Yingcheng, Delegate
	Mr. Huang Yongliang, Oberserver
Finland.....	Mr. Reini Valtonen, Delegate
France.....	Mr. Gilles Rosenberger, Delegate
	Mr. André Millewski, Alt. Delegate
	Mr. Stephane Vieilledent, Oberserver
Germany (Federal Republic of).....	Mr. Manfred Moos, Delegate & CIVL Secretary
	Mr. Peter Roth, Alt. Delegate
Greece.....	Mr. Evangelos Constantacatos, Delegate
Hungary.....	Mr. Dr. Marton Ordody, Delegate & VP CIVL
Italy.....	Mr. Mario Prezioso, Delegate
	Mrs. Ann Bononuni, Alt. Delegate
	Mr. Renzo Francesconi, Observer
Japan.....	Mr. Yoshiki Oka, Delegate
Norway.....	Mr. Ole-Erik Vognild, Delegate
	Mr. Steinar Almelid, Observer
Poland.....	Mr. Mirosław Rodzewicz, Delegate
United Kingdom.....	Mr. Noel Whittall, Delegate
	Mr. Walter Newmark, Alt. Delegate
	Mr. John Pendry, Observer
United States of America.....	Mr. Richard T. Heckmann, Delegate & VP CIVL
F.A.I.	Mr. Dr. Cenek Kepak, Director General
	Mr. Yan Whytlaw, Technical Counsellor

APOLOGIES FOR ABSENCE WERE RECEIVED FROM: Liechtenstein (proxy vote to Switzerland), Yugoslavia, Czechoslovakia, UDSSR, India, Argentina

(A = approved)

1. Minutes of the 1985 Meeting (Koessen, Austria)

approved

A

2. Minutes of the 1986 Meeting (Matrafuered, Hungary)

approved

A

3. Current Agenda

approved

A

4. President's report

approved incl. report on the FAI General Conference which he attended

A

5. Paragliding Subcommittee Report

The president reported a lot of work dealing with paragliding within the last months. Many inquiries from all over the world had to be answered. Specially in Europe, the number of paragliding pilots is growing dramatically. Commercial influence make things not easier. The selling of paragliders by ordinary sport shops supports a certain "surfer - mentality", reason for an expected high accident rate this year. New designs achieve better performances.

The president informed also on the special sporting code for parascending approved by CASI and revised during the last CASI Meeting which he attended.

Report approved

A

Walter Newmann, GB (Vize President of the Britisch Parascending Assoc.) distributed a study (annexe) about danger coming from outside influence on the type of competitions in the future. He pointet out the danger of mass media and PR influence on paragliding competitions.

CASI and COUNCIL accepted Para Gliders as Class III Hang Gliders within C.I.V.L. Paragliding has to be included in the new version of our Sporting Code (Sect.7) during the actual revision.

A

6. Olympic Working Group

The president informed about the actions performed by the members of this Group since the Hungary Meeting.

A

Werner Pfändler is still working on the hanggliding part of the planned FAI-Olympic Brochure, sponsored by the I.O.C.. The brochure will present all Olympic air sports (gliding, parachuting and hanggliding) together. Finishing is planned by the end of July, the brochure will be distributed to all I.O.C. Officials as well as to National Olympic committes and NAC's.

A

FAI fully supports any well established application of C.I.V.L to become a demonstration discipline in one of the upcoming Olympic games.

Organizing of a hanggliding demonstration during the opening ceremony of the 1988 Games in Seoul is still in progress.

CIVL MEETING 1987, Paris, France

Chances to be included as a demonstration sport at the 1992 games in Barcelona are small, application has not been made yet, FAI-General Director will inform CIVL on the final date for application. A

CIVL will give the greque delegate full support to start negotiations for a participation of hanggliding on the 1996 Games, which will probably be held in Greece. A

Dick Heckmann, VP of C.I.V.L has been elected as new President of the Olympic Working Group of C.I.V.L. A

7. World Hanggliding Championships Australia 1988

Ann Welch, HP CIVL, inspected the Mt. Buffalo World Masters 87 and handed in a report on the site and the preparation of the upcoming WC's.

Bill Moyes reported on the actual stage of the organisation.

A special working group (President Manfred Moos) was created to work on the local regulations of the 1988 WC's. A

It was agreed, that

- Max. size of National Teams will be 8 pilots A
- participants will be divided in max. 3 groups (pools) A
- a final draft of the local regulations should be send by the organizers to the CIVL Bureau within the next 2 weeks A
- Stewards will be nominated by the organizers and approved by CIVL bureau within the next 2 weeks A
- Chairman and members of the international Jury will be appointed by the bureau within the next 2 weeks A
- final approval of the local regulations by CIVL Bureau after reception of the final draft from the organizers. A

8. European Hang Gilding Championships Italy 1988

The president informed on his official visit to the planned championship area at Belluno / Mt. Dolada. He inspected the take off areas and the competition facilities last autumn. The inspection was to the satisfaction of the president, the meeting seems to be prepared very well, the conditions of CIVL are at the present stage fullfilled. A

The organizers were ask to take part on the WC's local regulation working group under the presidency of Manfred Moos. A

A next draft of the local regulations will be send by the organizers directly to Ann Welch for inspection. The final regulations will be approved by the Bureau after reception from the organizers (not later than 7 month before the EC's A

The Chairman and members of the International Jury will be nominated by CIVL-Bureau till January 1988, the stewards will be proposed by the organizers and accepted by CIVL bureau till January 1988. A

9. Future Championships

a.) 1. Ladies World championship 1987

Gilles Rosenberger reported on the preparation of the 2nd female competition in Millau, France from 2nd to the 13th of July 1987. Invitations to all countries were send well in advance. France handed in a formal bid to declare those championships the "First female World championships". Dr. Cepak confirmed, that regarding all facts, CIVL could well decide to accept the bid of France. A

The bid was accepted

b.) World championships 1989, Switzerland

The president asked D.Heckmann,VP CIVL to take over the chair for that matter.A

T.Bosshard informed on the actual stage of preparation of the provisional accepted bid for the WC's 89 in Switzerland. Location will be Fiesch in the Valais. The competition will be held in July.

Informations were given regarding the take off facilities, the location and the possibilities of the area regarding tasks. Open window is planned and possible. Entry fee will be approx. US \$ 500, plans for new technical aids (databack cameras, electronical barographs etc) were briefly presented. Two competitions, the 1. Swiss open 1987 (june) and the 2. Swiss open 1988 (Pre World Championships) are will be held to gain experience and to give pilots a chance to get familiar with the area. During the 1. Swiss Open 1987, the normal procedure (inspection by an CIVL expert) will take place. A draft version of the local regulation shall be ready by the end of the year and shall be send to all delegate for treatment during the 88 CIVL Meeting.

The bid of Switzerland was definitely accepted

A

c.) European Championships 1990

noted declarations of intend from:

- Yugoslavia, repeated its declaration 86 by telex. The competition would be held in Velika Planina near Kamnik. CIVL is asked to send an expert for inspection.
- Czechoslovakia, Dr. Kepak repeated the 86 declaration
- England, Noel Withall declared England intention to bid also for the 1990 EC's. The competition which shall take place in South/Middle England or Wales will be runned entirely by tow launch.

Countries with actual declarations of intend were asked to hand in a official bid by following normal CIVL procedures as soon as possible.

A

d.) World Championships 1990

noted declarations of intend from:

- Bresil, planned areas Rio in December or Brasilia in August
- France, planned area St.André les Alpes

Both countries were asked to hand in official bids by following normal CIVL procedures as soon as possible.

A

c.) Paragliding Championships

World Championships:

the president informed on the two bids of Austria and France to organize the first World Championships in Paragliding. He stressed out the importance for CIVL to meet the tremendous developpement in paragliding by organizing as soon as possible FAI-Championships.

Sepp Himberger explained Austrias feeling that Europe would be ready for championships but not the other countries. Austria will invite during 1988 a certain number of Non-European Countries to Austria to learn paragliding. He proposed to held 1988 only European Championships and not World Championships and asked for a voting on that matter. France declared that they are prepared to organize also European Championships 1988.

CIVL MEETING 1987, PARIS, FRANCE

The meeting decided to held European Championships in the year 1988 and World Championships in the year 1989. A

The bid of France, to held the 1988 European Championships in Paragliding in Millau was acceped. A

France to provide local regulations, nominations for Jury and Stewards etc as soon as possible, acceptance by CIVL bureau A

The president stressed out his wish that those EC's should be open (participation of non-european pilots in a guest class)

The bid of Austria, to held the 1989 World championship in the Koessen Area, Austria was basically accepted. A

Austria to follow normal CIVL procedures as well as to provide a draft of the local regulations for the next CIVL Meeting. A

The Championships should not interfere with the dates of the Hanggliding WC's 1989 in Switzerland. A

The president asked all bidders for future championships to follow strictly the rules and procedures accepted during the last CIVL Meeting in Hungary as well as the general FAI Rules.

10. International Ranking List

André Milewski informed about the updated and revised PIRS (Pilot's International Ranking System) as presented at the last CIVL Meeting in Hungary. Manfred Moos informed on his proposual handed in to the bureau last december.

CIVL fully supports the actual PIRS and thanks A.Milewski and the gazette La Mouette for the very positive work. A

It was agreed, that Manfred Moos and André Milewski shall establish a final "CIVL"-version of PIRS to be distributed before the next CIVL Meeting for approval during the meeting. A

11. Revision of Sporting Code, Chapter 7

The president of the Working Group Ann Welch reported on the work on Chapter 7 as well as on her work on the general section.

Because of the major revision of the general section by CASI (not finished yet) and their influence on section 7, it was impossible to present a final draft of section 7.

Ann Welch will assure the realisation of our needs into the new general section to be approved by CASI during the June Meeting. She specially will make shure, that all decisions made by CIVL during the last 3 years will finally be accepted by CASI and if necessary, be included in the new general section as well as in the final draft of Chapter 7. A

After the June CASI Meeting, A. Welch will send a new draft of section 7 to all members of the working group. Their comments have immediately to be adressed directly to Ann Welch. She will prepare thereafter a final draft to be approved during the next CIVL Meeting. A

Bill Moyes and Peter Roth will establish a special paragraph "General commands and Signals in Towing" to be included in Chapter 7 and send it directly to the president of the working group. A

12. Survey on stress of competition pilots

Steinar Almelid, Norway presented the first results of the survey initiated by the Norwegian Aeroclub during the EC's 1986

120 Pilots of 23 nations answered to the questionnaire. The tremendous cost's did not make it possible to translate the whole study into english. However, Steinar Almelid is prepared to finish the study also in english if enough NAC's would order copies to a special reduced price. Orders can be adresssed directly to the NAC of Norway, attn. of Steinar Almelid. A

13. F.A.I. Hanggliding Diploma

After a two years break there was again a nomination for the diploma. André Milewski wellfounded the nomination of Gerard Thévenot, France for his work not only as a mayor developper and producer for Hanggliders but specially as a sportsman and Top Competition Pilot over the last decade. With his engagement and pleasure for competition flying since so many years he shows a brilliant example to all young competition pilots.

The F.A.I. Hanggliding Diploma 1987 was awarded to Gérard Thévenot. A

The president explained that the nomination has to be confirmed by CASI and Council and will then be officially awarded during the next General Conference of FAI in Stockholm.

The NAC of Australia proposed to establish a "Francis Rogallo Medal" instead of the Hang Gliding Diploma, the criterias should not be changed. The president asked Australia to hand in written project till the next meeting specially regarding the sponsoring of the medals. He explained that FAI would usually not sponsor the medals. A
Decision will be taken on the next CIVL Meeting A

14. Any other Business

D.Heckmann raised the question of the announced "World Championships in Paragliding" in Paragliding. The general feeling was that progress in new sports is necessary and will come with championships. It was reminded to the non official world championships in Hanggliding in Koessen Austria which initiated the world wide developpment of Hanggliding. However, only FAI can award official World Championships. It was agreed, that the president should write to the organizers at Verbier to add the word "inofficial" to all information and mass media work regarding those championships. No further action will be made. A

M. Ordody requested all continents to organize Continental Championships as the European championships. This would lead to further developpment of hanggliding on a world wide base. A

D. Heckmann proposed to revise the SAFE PRO 4 and 5 Ratings as follows: Min. Airtime Safe Pro 4 = 20 hours, Min.Airtime Safe Pro 5 = 40 hours. A

15. Elections

The following officers of CIVL for the next period were appointed by secret ballot:

President	:	Thomas B. Bosshard, Switzerland
Vicepresidents	:	Bill Moyes, Australia
		Richard T. Heckmann, United States of America
		Dr. Marton Ordody, Hungary
Secretaries	:	Ann Welch, United Kingdom (secretary for chapter 7)
		Manfred Moos, Federal Republic of Germany

16. Date and place of the next CIVL Meeting 1988

The NAC of Italy invited CIVL to hold their next meeting in Italy, Venice during the 1988 Bassano Competition, Date: March/April. The Invitation was accepted, exact date to be confirmed by Italian NAC as soon as possible. A

LIST OF PERSONAL ADDRESSES OF C.I.V.L. DELEGATES PRESENT AT THEC.I.V.L. MEETING OF 6/7 APRIL 1987

<u>COUNTRY/NAME</u>	<u>PERSONAL ADDRESS & PHONE</u>	<u>JOB PHONE & TELEX</u>
<u>AUSTRALIA</u>		
Mr. Bill MOYES, Delegate	475 Bronte Road SYDNEY 2024	3872688 FAX (02) 3874472
<u>AUSTRIA</u>		
Mr. Sepp HIMBERGER, Delegate	6345 KÖSSEN Tel. 05375/6559	
<u>BRASIL</u>		
Mr. Pepe LOPES, Delegate	Rua Jardim Botânico 182/704 JARDIM BOTANICO RIO DE JANEIRO	(021) 2461167 (021) 3997328 Tlx. 2137352
<u>CHINA</u>		
Mr. WU YINGCHENG, Delegate	c/o Aeronautical Sports Association of the People's Republic of China 9, Tiyukuan Road BEIJING	751313 Tlx. 22323 CHOC CN
Mr. HUANG YONGLIANG, Observer		
<u>FINLAND</u>		
Mr. Reini VALTONEN, Delegate	Haminantie 29 F SF-45100 KOUVOLA	(9) 51-84581
<u>FRANCE</u>		
Mr. Gilles ROSENBERGER, Delegate	17, rue Tran 64000 PAU Tel. 59-27-23-96	
<u>F.R. GERMANY</u>		
Mr. Manfred MOOS, Delegate	Im Klosderfeld 33 8044 USH	089/313722 or 089/38516387
Mr. Peter ROTH, Alt. Delegate	Bahnhofstr. 233 6078 NEU-ISENBURG	069/6962840 Tlx. 06102/26854
<u>GREECE</u>		
Mr. Evangelos CONSTANTACATOS, Delegate	3 Voulis Str. 105 62 ATHENS Tel. 32-30-822	01-32-22-757 Tlx. 219-219 AK
<u>HUNGARY</u>		
M. Marton ORDODY, Delegate	Szamuely u. 44 H-1093 BUDAPEST Tel. 00-36-1-363-183	00-36-1-170-351

<u>COUNTRY/NAME</u>	<u>PERSONAL ADDRESS & PHONE</u>	<u>JOB PHONE & TELEX</u>
<u>ITALY</u>		
Mr. Mario PREZIOSO, Delegate	Viale Grigoletti 71 PORDEBONE 33100	0434/33240
<u>JAPAN</u>		
Mr. Yoshiki OKA, Delegate	3-2-13, 301 Nakameguro MEGURO-KU, TOKYO 153 Tel. 03-711-5027	03-988-7125
<u>NORWAY</u>		
Mr. Ole-Erik VOGNILD, Delegate	Øvre Flatasv. 53 7079 FLATASEN Tel. 07-984505	07-531160
Mr. Steinar ALMELID, Observer	c/o NORWEGIAN AERO CLUB Møllesvingen 2 0805 OSLO 5	(47-02) 690311 Tlx. 72429 AERO N
<u>POLAND</u>		
Mr. Mirosław RODZEWICZ, Delegate	c/o AERO CLUB OF POLAND Krakowskie Przedmiescie 55 00-071 WARSAW Tel. 26-20-21	25-06-33
<u>SWITZERLAND</u>		
Mr. Thomas BOSSHARD, President C.I.V.L.	FEDERATION SUISSE DE VOL LIBRE Hofstrasse 105 CH-8620 WETZIKON	01-932-43-53
<u>UNITED KINGDOM</u>		
Mrs. Ann WELCH, Hon. Pres. C.I.V.L.	14 Upper Old Park Lane FARNHAM, Surrey GU9 0AS Tel. 25-27-159-91	
Mr. Noel WHITTALL, Delegate	Pine Tree, Layton Lane, RAWDON, Nr. LEEDS W. Yorkshire LS19 6RQ Tel. 0532-504683	0532-557846
Mr. Walter NEUMARK, Alt. Delegate	2 Chorwell Av., Heaton Merjex, STOCKPORT, Cheshire SK4 3QE	061-4327315 Tlx. 666514 TORTEC G
Mr. John PENDRY, Observer	41 Sillwood Road BRIGHTON, Sussex Tel. 0273-733883	
<u>U. S. A.</u>		
Mr. Richard HECKMAN, Delegate	3401 Lookout Dr. HUNTSVILLE, AL 35801	205/5395674 Tlx. 6502742748

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE



COMMISSION INTERNATIONALE DE VOL LIBRE
THE INTERNATIONAL HANG GLIDING COMMITTEE



PRESIDENT'S REPORT 1986

Throughout 1986, the hang glider movement continued to spread and consolidated its status among the sports movements. The recognition of this sport as an Olympic discipline in late 1985 considerably boosted the popularity of hang gliding worldwide. I wish to thank the FAI for its efforts in this respect but simultaneously express my hopes that it will strongly defend the equitable treatment of all officially recognized aviatic disciplines. Dissonances in this context are affecting FAI's global objectives. Our committee has prepared a comprehensive package of measures for the integration of our sport in the Olympic Games and is eager to cooperate with the other disciplines involved.

I was very pleased to note that countries so far not integrated within the FAI or its hang gliding committee are expressing ever greater interest in the development of our sport. For the first time, we were able to welcome the U.S.S.R. as a participant at the European Hang Gliding Championships in Hungary. I hope that this constitutes a decisive step in giving all hang gliding nations access to the FAI championships. At the last European Championships in Norway, 16 countries attended. This year in Hungary, the number had grown to 22. This year's championships were definitely a success and the Aeroclub of Hungary not only did a fantastic job of organizing the event but also gave the hang gliding community the opportunity to familiarize itself with a fascinating and exceptionally hospitable country. I wish to thank the Hungarian Aeroclub and specially Messrs. Szepesi and Ordody for their very strong support.

This year, primarily in Europe, there was considerable growth in the popularity of paragliding. In many countries, this sport was integrated in existing hang gliding organizations; they applied tremendous efforts to curb the initial outgrowths and organize activities. Prompted by developments in various countries, our committee invariably had to deal with the classification of paragliding. We are convinced that the paragliding movement should be classified under the sport of hang gliding and would be happy to adopt it in our committee. CIVL is currently preparing draft regulations for our Sporting Code and will submit them to FAI this coming spring. Meanwhile, I have already received a formal application for the implementation of the first official FAI world paragliding championships. I am convinced that paragliding, as an entry-level aviation sport, will stimulate FAI activities and therefore ask the FAI to support this integration to the greatest extent possible.

With respect to aviatic sophistication, the sport of hang gliding is in a state of constant evolution. While technical enhancements have reached the point where only minor improvements can be expected, the abilities of the pilots have expanded remarkably in scope. Thus, distances far exceeding 300 km have been flown, and long-distance out- and return-flights are commonplace today. This urgently calls for an overall revision of our Sporting Code. Together with the Olympic Games issue and the integration of paragliding, this will constitute the bulk of our committee's work until next spring. A first global draft has been prepared and is now in the process of being reviewed and edited.

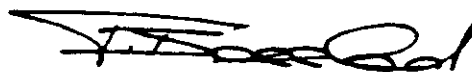
Further, our committee is currently dealing with the establishment of new guidelines for organizers of competitive events, with the coordination of international events, with the development of an international ranking list covering all Top-pilots, with the preparation of new basic guidelines for pilot instruction, etc. At times, the committee's workload reaches the limits of its capacity. For this reason, CIVL is currently examining ways to increase our efficiency and resources.

Fortunately, more and more aeroclubs are willing to conduct official FAI hang gliding championships. Thus, it has been possible to definitely schedule all forthcoming events. The next World Championships will be held in Australia in the winter of 1988. I am sure that they will establish new milestones in hang gliding. Unfortunately, hang gliding is also being affected by a cost escalation in terms of the expenses involved in organizing competitive events. These costs are making it more and more difficult for many teams to attend international events. I am taking the liberty of asking the aeroclubs in the participating countries to support their hang gliding teams.

Basically, I wish to emphasize that our sport is developing magnificently; it is eager to be a strong group within the FAI and will definitely continue to be just that.

I am also very pleased to note that the interest in joining our committee has heavily increased. This makes the president's work highly rewarding. I wish to thank all members of the CIVL Bureau and all CIVL delegates for their enthusiasm and personal commitment to our sport.

Grüt/Switzerland
01.09.1986



Thomas B. Bosshard
President C.I.V.L.

SPORTING CODE FOR PARASCENDING RECORDS AND BADGES

CHAPTER 1 DEFINITIONS AND TYPES OF FLIGHT

1.1 DEFINITION OF PARASCENDING GLIDER

An aerodyne in which the shape of the fabric/film aerofoil is PRIMARLY maintained by inflation by dynamic pressure due to airspeed thus forming a tensioned membrane structure. It has no primary rigid structural parts although secondary semi rigid parts such as battens or sealed inflated fabric bodies are not excluded.

Its function is gliding and soaring free flight and it may be launched by any glider - launching method or by foot.

Flight may be assisted by manually flapping or deforming the aerofoil assisted by resonance springs or bunjis and valves. It must be portable by one man. (2.2.9)

(NOTE: Numerals in brackets refer to FAI Sporting Code, General Section 1983).

1.2 DEFINITION OF A PARASCENDING FREE FLIGHT

A flight by a parascending wing starting from release of tow-line or foot launch and terminating with the landing. (2.3.2)

1.2.1 Uncompleted Flight

A parascending flight will be deemed to be uncompleted, if an accident occurs during the flight resulting in the death of any member of the crew within 48 hours of the accident. (2.3.5)

1.3 TYPES OF PARASCENDING FLIGHT (2.3.6)

1.3.1 Distance

A flight from a departure point (2.3.8.3) to the landing place. (2.3.13.2.) or finish point (2.3.13.2)

1.3.2 Gain of Height

The difference in altitude between the release point or the lowest point after release and the subsequent highest point registered by recognised altitude recording equipment during free flight. (2.3.6.6)

1.3.3 Duration

A flight timed from take-off (2.3.8.1) to the landing. (2.3.13.1)

1.3.4 Target Landing

A landing in which the distance of the designated part of the body of the pilot or designated part of an aircraft from a target centre on the surface is precisely measured. (2.3.13.6) - see 2.7.4 for exact details.

1.4 FLIGHT DEFINITIONS

1.4.1 Take-off

The point and/or time at which all parts of the aircraft or its crew cease to be in contact with or connected to the ground, (= after release from tow) (2.3.8.1)

1.4.2 Take-off Place

The place from which the parascender leaves the ground (2.3.8.2)

1.4.3 Departure Point

The point of release, defined as the vertical projection of the point at which the parascender releases from the launch, OR The crossing of the Start Line in free flight, OR the point at which the pilot leaves the ground during foot launch. (2.3.8.3)

1.4.4 Start Altitude

The altitude of an aircraft above sea-level at the departure point after release from tow or after foot launch.

1.4.5 Start Line

A gateway of a designated width and height whose base is marked on the surface. (2.3.8.6)

1.4.6 Start Time

The time at which the parascender leaves the departure point. (2.3.8.4)

1.4.7 Finish Point

Either the Landing Place or Finish line. (2.3.13.8)

1.4.8 Finish Line

As defined by the Start Line but not necessarily in the same place. (2.3.13.4)

1.4.9 The Landing

The point and/or the time at which an aircraft or its crew first touches the ground or comes to rest (2.3.13.1)

1.4.10 Landing Place

The precise place at which the landing is made (2.3.13.2)

1.4.11 Finish Time

Either the time at which the parascender crosses the Finish Line, OR the time of the landing. (2.3.13.5)

1.4.12 Turn Point

A turn point is a clearly defined feature on the surface which is precisely specified before take-off. (2.3.9)

CHAPTER 2 FLIGHT CONTROL REQUIREMENTS & MEASUREMENTS

2.1 OFFICIAL OBSERVERS

- 2.1.1 Certification by observers or organisations approved by or acting on behalf of a NAC is valid.
- 2.1.2 A certificate is valid from an official observer present at the event for which certification is required.
- 2.1.3 An official observer may not act in such capacity for any record attempt in which he is a pilot or a passenger.
- 2.1.4 Out landings may be certified by 2 independent witnesses who provide name and address and preferably telephone numbers and state precisely the location of the landing place.

2.2 FLIGHT DECLARATION. (ONLY REQUIRED IF TURNING POINT IS INVOLVED)

Declaration by the pilot of departure point and turning point shall be written on a single sheet or board, and include the date, time, type and identifying serial number of the wing, and be signed by the pilot and official observer.

2.3 EVIDENCE OF THE POINT OF RELEASE

The point of release must be stated precisely by the operator of the launch equipment. Where such a person does not qualify as an observer the certificate of point of release must be counter-signed by an official observer.

2.4 EVIDENCE OF CROSSING START AND FINISH LINES

Only the evidence of an official observer on the ground at either point is acceptable.

2.5 EVIDENCE OF ROUNDING A TURNING POINT

The parascender may be observed from the ground by an official observer, or produce photographic evidence of having rounded the turning point. A turn point is rounded when the entire aircraft is observed to pass outside the vertical projection of the centre of the turn point feature or when the entire aircraft is proved (photographically) to have entered a designated sector, the angle made by the adjacent legs of the course projected through and beyond the turning point.

2.6 PHOTOGRAPHIC EVIDENCE

All photographs concerning a flight shall be on a single uncut length of film and there shall be proof that they were taken;

- (a) by the pilot or the passenger during the flight in question.
- (b) between the start and finish time of the flight.
A new film must be used for each flight.
If more than one turning point is involved, the photographs must appear in the correct chronological sequence.

2.7 UNITS AND PRECISION OF MEASUREMENT

2.7.1 DISTANCE

The unit shall be the kilometre.

- (a) Courses up to 10 km may be measured on a topographical survey map of the scale not smaller than 1: 25000 or by any other suitable method (6.4.1.)
- (b) Courses over 10 km shall be measured by determining the arc of a great circle, at sea-level, which joins the vertical lines of two given points. For purposes of this calculation, the earth is considered to be a sphere, the figure for the radius adopted by FAI is $R = 6,378,245$ km (6.4.2)

PRECISION

The error of measurement shall not be greater than 1% or 0.5 km whichever is less.

DISTANCE PENALTY

The altitude in metres of the landing place is subtracted from the starting altitude if the former is less than the latter. The remainder is multiplied by 3 and the product is the Distance Penalty in metres which will be deducted from the measured distance.

When the launch is by tow-line this shall not exceed 1000 metres in length.

When no barograph is used, the start (release) altitude shall be assumed to be the tow-line length in metres multiplied by 0.70 plus the ground level altitude above mean sea level.

2.7.2 ALTITUDE

The unit shall be the metre.

PRECISION

Accuracy of measurement shall be $\pm 5\%$

Altitude ^{Must} be verified by barograph. An official observer must mark the Barograph before sealing the Barograph and it may only be opened by an official observer not necessarily the same observer who sealed it.

The official observer opening the Barograph is responsible for marking the Barogram with:-

Pilot's name, date of flight, wing type and serial number, the make, and serial number of the Barograph, the signature of the official observer and for making a base line by rotating the drum through a complete revolution (see chapter 3 - 3.5 and 3.6)

2.7.3 TIME AND DURATION

The unit shall be the hour, minute, and second, (Universal Time.)

MEASUREMENT may be effected by chronometer or any other timing apparatus accepted by the NAC and FAI or by a Barograph.

The times must be recorded indelibly on the time sheet and signed by the official timekeeper, or by the official observer for photographic evidence of a chronometer as detailed for an altimeter.

TIME; The stopwatch shall be started at the point of release, or foot launch, and stopped when the pilot lands or when the pilot can no longer be seen through binoculars.

OR

Duration may be verified by barograph in general accordance with the methods laid down for altitude except that the Barograph Calibration Certificate must calibrate time as well as altitude.

DURATION PENALTY

The altitude in metres of the landing place is subtracted from the start altitude if the former is less than the latter. The remainder is divided by 120 and the quotient is the Duration Penalty in minutes which will be deducted from the timed duration.

When the launch is by tow-line this shall not exceed 1000 metres in length.

Where no barograph is used, the start (release) altitude shall be assumed to be the tow-line length in metres multiplied by 0.70 plus the ground level altitude above sea level.

2.7.4 TARGET LANDING (2.3.12.5)

The unit shall be the metre.

PRECISION

Accuracy of measurement shall be $\pm 0.01m$.

The target disc should be black or red and set against a white background circle 1.0 metre in diameter. Optionally a cardinal cross with arms 2.0 meters long and 0.3 meters wide may surround the disc.

The score shall be the distance in metres from the edge of the 0.05 metre diameter target centre disc. If any part of one foot covers the target disc the score is zero, provided that it is the first point of contact. Otherwise the score is the distance from the first point of contact to the edge of the disc. If the first point of contact is a flat foot landing, the measurement is taken from the nearest point of the foot to the target. A gravel pit shall not be used.

CHAPTER 3 CERTIFICATES AND PROOFS

The following certificates, proofs and information are required for record and badge claims. No information has to appear more than once on any sheet of paper in the documentation.

3.1 CLAIM STATEMENT shall include:-

- (a) Date of flight.
- (b) Name of pilot.
- (c) Nationality of pilot.
- (d) Type of record claimed.
- (e) Performance claimed.
- (f) Type of serial number of wing.
- (g) Place of take-off or departure point and elevation, and altitude of release.
- (h) Start time, if applicable.
- (i) Turn points, if applicable.
- (j) Time of landing or finish time.
- (k) Landing place and elevation.
- (l) Distance, gain of height or duration as applicable.
- (m) Distance penalty and/or duration penalty as applicable.
- (n) Date and signature of pilot.
- (o) Date and signature of official observer.
Additional if motor glider involved:
- (p) Power source stopped prior to crossing departure point
(required for record but not for badges)

3.2 LAUNCH AND START STATEMENT shall include:-

- (a) Date of flight.
- (b) Name of pilot.
- (c) Type and serial number of wing
- (d) Take off place and elevation
- (e) Type of launch
- (f) Time of self release or foot launch or start time
- (g) Position of release or foot launch
- (h) Release altitude
- (i) Departure point
- (j) Launch Driver's name
- (k) Date and signature of official observer.
- (l) Power source stopped prior to crossing of startline
(required for distance flights only)

3.3 EVIDENCE OF REACHING TURN POINTS

- (a) Date, Name of pilot, type of wing.
- (b) Name and co-ordinates of turn point(s)
- (c) Time of wing at turn point if observed from ground.
- (d) or verification film with turn point(s) and statement of correct film procedure signed by official observer.
- (e) Date and signature of official observer.

3.4 LANDING CERTIFICATE

- (a) Date of flight, Name of pilot, Type and serial number of wing.
- (b) Precise location of landing place and preferably time.
- (c) Name, address and preferably telephone number of two independent witnesses.
- (d) Date and signatures of the above witnesses.
- (e) Date and signature of official observer. (He does not observe the landing but examines the documentation).

3.5 BAROGRAM

This shall have the following information clearly registered on it:-

- (a) Date of flight
- (b) Name of pilot
- (c) Type of serial number of the barograph
- (d) Type of serial number of the wing
- (e) Proof of no intermediate landing
- (f) Identification mark of official observer before take-off
- (g) Date and signature of official observer after landing.
- (i) Power source not re-started in flight after shut down.

3.6 BAROGRAPH CALIBRATION CERTIFICATE

- (a) Type, serial number and height range and time scale(s) of barograph.
- (b) Date of calibration
- (c) Calibration graph or table including time scale calibration if used for duration claims.
- (d) Date and signature of calibration official and address.

CHAPTER 4 RECORDS

4.1 TYPE OF RECORDS

Records may be claimed for the following achievements:

- 4.1.1 Distance
Straight distance or distance flown round declared turning point(s). Previous record to be exceeded by not less than 0.5 km.
- 4.1.2 Gain of Height
Previous record to be exceeded by not less than 50 metres.
- 4.1.3 Duration
Previous record to be exceeded by not less than 3 minutes for records under one hour and by not less than 5 minutes for records over one hour.
- 4.1.4 Target Landing
Number of consecutive dead centres (ZERO SCORE). Flights must be observed by two official observers and must be carried out on the same day.

4.2 CLASSIFICATION OF RECORDS

The following categories of records are recognised:

- (a) World Records
- (b) National Records

4.3 RECORDS REGISTERS

The F.A.I shall issue certificates and keep a register or records in the world category that it has confirmed. Each NAc shall keep a register of records made or beaten by its own nationals, and shall publish information on new records. It may issue certificates of National Records by agreement with the F.A.I.

4.4 NATIONALITY OF A RECORD

The record shall be certified in the name and in the nationality of record holder (6.1.6.1). In the case of a record established in the country which has an NAC, by a citizen of a country which has no NAC, the performance will be recorded in the FAI list in the name of the person who established the record, but without indication of nationality. (6.1.6.2).

4.5 ESTABLISHMENT OF A RECORD

Only a record recognised by NAC as a National record may be certified by the FAI as a World record. (6.1.4)

4.6 APPLICATION FOR CONFIRMATION OF A RECORD

A pilot claiming a National record shall notify his NAC within 1 week of the flight and submit all documentation within 3 weeks if possible.

CHAPTER 5 INTERNATIONAL F.A.I. PARASCENDING GLIDER SOARING BADGES

5.1 The badges are standards of achievement which do not require to be renewed. The qualifications are the same in every country. The distance flight should be flown without navigational or other assistance over the radio (other than permission to land on an airfield) or help or guidance from another aircraft.

5.2 QUALIFICATIONS AND REQUIREMENTS

5.2.1 Bronze Badge:

Distance	5 Km
or Duration	15 minutes
or Gain of Height	250 metres

5.2.2 Silver Badge:

Distance	25 Km
Duration	1 hour
Gain of Height	1000 metres

5.2.3 Gold Badge:

Distance	50 Km
Duration	5 hours
Gain of Height	2000 metres

5.2.4 Diamonds to badges

Distance	200 Km
Gain of Height	3000 metres

5.3 GENERAL CONDITIONS

The pilot must be alone in the glider on each flight. A flight may count towards any badge or diamonds for which it fulfills the conditions.

5.4 REGISTER OF BADGES

An N.A.C shall keep a register of badge flights which it has validated, and shall inform F.A.I. of the names of pilots of all 3 diamonds. The F.A.I. shall keep a register of their names.

5.5 PICTURES OF BADGES



Soaring Eagle	-----	BRONZE, SILVER or GOLD
Background	-----	BLUE
Oak Leaves	-----	BRONZE, SILVER or GOLD

Size 16 - 22 mm.

INTERNATIONAL HANG GLIDING COMMITTEE (C.I.V.L.)MEETING HELD AT 6 RUE GALILEE, PARIS, ON 6 & 7 APRIL 1987SUMMARY OF CONCLUSIONS1. APPROVAL OF MINUTES OF THE LAST MEETING (21/22 July 1986)

The minutes were approved.

2. APPROVAL OF THE 1985 MEETING

The minutes of this meeting were approved.

3. AGREEMENT OF THE CURRENT AGENDA

The agenda proposed for this meeting was approved.

4. REPORT OF THE C.I.V.L. PRESIDENT

The report was handed over to delegates and was accepted.

5. SUB-COMMITTEE REPORT

The delegates were informed that C.I.V.L. was in charge of Paragliding following a decision of C.A.S.I. in February last. The Code for Paragliding had been accepted by C.A.S.I. This new discipline was developing in many countries. It was indicated that contacts would be made with C.I.P. President in order to clear certain matters. It was reported that many accidents were due to the lack of proper training in this new discipline. A request was made by the Hungarian delegate to have a formal statement made by C.A.S.I. to the effect that Paragliding was not Parachuting since national aeronautical authorities hold a different view. Paragliding should include the other definition such as parascending and parapente.

6. OLYMPIC WORKING GROUP

The question of the participation of Hang Gliding at the Barcelona Olympic Games was discussed. The Working Group was directed to study rules for the future which would be in line with the olympic frame. Some delegates expressed their dissatisfaction about the fact that their Hang Gliding Association could not make a contact with their national Olympic Committee because they had difficulties in linking with their National Aero Club.

A brochure will be made by Mr. Pfändler about Hang Gliding and the Olympic grant will be made to that effect.

The Greek delegate indicated that the opportunity given by the Centennial of the Olympics in 1997 in Athens would help in recalling the historical flights of Icarus and Dedalus.

7. 6TH WORLD HANG GLIDING CHAMPIONSHIP, AUSTRALIA

The rules for the 1988 World Championship were discussed and approved.

.../...

8. EUROPEAN HANG GLIDING CHAMPIONSHIP, ITALY, 1988

Mr. Bosshard explained that he has made a survey of the area where the Championship will be held and was satisfied.

9. FUTURE CHAMPIONSHIPS

- The 1987 1st World Feminine Hang Gliding Championship at Millau, France, was accepted following a secret ballot.
- The 1988 World Paragliding Championship at Kössen, Austria, was accepted following a vote.
- The 1988 Open European Paragliding Championship at St-Hilaire, France, was accepted.
- The 1989 World Paragliding Championship was accepted and will be held in Switzerland.
- Bids were received from Yugoslavia for the 1990 World Hang Gliding Championship and from the United Kingdom for a European Hang Gliding Championship.
- For the 1991 World and Continental Championships, bids were made by Brazil and France respectively.
- It was also indicated that a proposal had been received for a World Championship at Verbier, Switzerland, which was not authorized and a letter will be sent by the President to that effect.

10. INTERNATIONAL RANKING LIST

Mr. Milewski, France, reported on his proposal and this was accepted.

11. REVISION OF SPORTING CODE SECTION 7

Paragliding will be incorporated in Section 7. A new draft of the Sporting Code Section 7 was handed over. The Sub-Committee is still working on it and it will be submitted to C.A.S.I.

12. SURVEY ON STRESS OF COMPETITION PILOTS

The Norwegian delegate presented a paper on his findings concerning stress of competition pilots and a brochure of his study was available.

13. F.A.I. HANG GLIDING DIPLOMA

This Diploma was awarded to Mr. Gerard Thevenot, France, for 1987. A proposal was made by the Australian delegate for changing the name of this Diploma to "Rogallo Diploma".

14. ANY OTHER BUSINESS

- The rules proposed by the U.S. delegate for time requirements for pilots, as set in a paper which was handed, was accepted. This system had already been adopted by Norway.
- A proposal was made by the delegate of the F.R. Germany concerning harmonizing signals on winch tow. A working group was set up composed of Messrs. Moos, Heckman and Moyes.
- China reported they had started hang gliding in their country and would accept foreign pilots who wish to come to China.
- The Australian delegate commented on an out-and-return record attempt which had been turned down because the pilot had landed beyond the prescribed finish line perimeter. It was pointed out that the start and finish lines could be different from the landing and launch place.

- Mr. Pendry made a proposal concerning the choice of pilots on the basis of their past merits.

15. ELECTIONS

President : Mr. Thomas BOSSHARD (SWITZERLAND)

Vice-Presidents : Mr. Richard HECKMAN (U.S.A.)

Mr. William MOYES (AUSTRALIA)

Mr. Marton ORDODY (HUNGARY)

Secretary : Mr. Manfred MOOS (FEDERAL REPUBLIC OF GERMANY)

16. DATE AND PLACE OF NEXT MEETING

April 1988 in Venice, Italy.

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YW/AS
09/04/1987

