

Annex 4 - CIVL Paragliding Accuracy Subcommittee
February 2012, Chinese Taipei
Agenda

Part 1: Discussion items:

1. Update on World Games in Cali 2013 and Test Event in 2012
2. Update on European Championships 2012 (FYR Macedonia) and approval of LRs
3. Update on Asian Championships 2012 (Chinese Taipei)
4. How do we attract representation from more nations onto the subcommittee? How should the subcommittee communicate more effectively during the year?
5. How to ensure consistency of Rules and Judging standards between PGAWC and FAI Cat 2 events.
6. How do we encourage countries to bid for Cat1 competitions? Consider multi-discipline events – ie alongside PG aerobatics (over water) or parachuting events (tow launch from airfield).
7. Promotion of PG Accuracy discipline: revisit Violeta's ppt presentation? CIVL website pages?

Part 2: Things we need to ask FAI/comps coordinator/SW WG

1. Judging database: still very little info on website; who can input data? How to access data?
2. Would it be a good idea to make it mandatory for Cat 2 results to include a list of judges for database?

Part 3: 2011 Judging Seminars & Proposed Judging Seminars 2012

- Summary of 2011 Seminars: where, how many trained, by who, plus note of expenses claimed
- 2012: Malaysia (PGAWC) – Andy Cowley is available also Uga Jondzic
- 2012: Chinese Taipei (Asians) - ?
- 2012: Pre-World Championships Bosnia – Nikki Bodill
- 2012: Cali, Colombia – date to be determined: Andy Cowley? Nikki Bodill?
- Also would be good to run one at another PGAWC competition as they have such a large pilot attendance.
- Budgets to be agreed and set.

Part 4: Helmets & Harnesses – discussion and proposal

Harness and helmet rule – is there a need to consider Asian equipment, which may not undergo the same testing, and also are DHV standards acceptable for older kit? Should we make it mandatory for pilots to pre register kit as well as gliders?

Proposal

Amend rule S7C ch12.3.1 to read

All pilots in 1st Category events must fly with a harness certified to EN1651, LTF09, or LTF03, **or have equivalent certification by a recognised testing body. Harness type and certification should be pre registered with the competition organizers.**

Part 5: Other points arising from Jury & Steward reports

1. Do we need stricter rules for take off and landing areas for Cat 1 comps. Also there has been a request from some pilots for the Landing Area to be laid out to a set plan, to be the same at every Cat 1 competition.
2. Footwear rule - lots of pilots have modified footwear and it is not being policed. Do we remove the rule or clarify what modification can be used? At the moment it says that footwear "must not be modified in such a way that it might damage an automatic measuring device." Who is the onus on to prove that it might?
3. When does a landing end? Should pilots be penalised for what happens outside the measuring circle or in fact for tripping when trying to clear the target for the next pilot. The measuring field is clearly defined in rule 5.6. So should we count anything outside this?

Proposal

Addition to 5.2.1 where a fall is defined:

A fall means if any part of the body or equipment (excluding speed system, stirrup or tow yoke) touches down before the wing does **or before the competitor has left the measuring field.**

There is also an anomaly between rule 5.6 which states the need for a 10m circle and rule 5.6.1 which says that the minimum radius of the measuring field should be 5 m.

Proposal

Reword 5.6 3rd sentence to read **Clearly marked circles shall be set at intervals clearly stated in L.R's up to the radius of the measuring field.**

4. Safety issues arising? What incidents have been reported? Could they have been avoided?

Part 6: Review of bids

2nd FAI Asian PG Accuracy Championships 2014, Malaysia

4th FAI European PG Accuracy Championships 2014, Serbia

Part 7: Proposal from UK Accuracy Panel to allow reserve pilots to fly.

Proposed Rule change- Reserve pilots

As stated by rule 3.2.1 'After the start of the first round no change of pilot may be made' and 2.12.2 which states 'After the first competition flight of the first competition day no change of pilot or glider may be made.'

My proposal is that, a rule change should be introduced to allow substitution in cases where one team member is too ill or has suffered an injury in the competition and is deemed too ill/injured to continue competing by medical staff/the meet director (Rule 2.16.4- A pilot may not fly unless he is fit. Any injury, drugs or medication that might affect the pilot's performance in the air must be reported to the Director before flying)

Many pilots who are ill or have suffered a mild injury (e.g. a sprained ankle) push themselves to fly in order to get their team a score and not let them down. This is a major safety issue as it puts the pilot at risk of gaining another injury and in the case of illness puts the pilot at risk of injuring themselves by pushing too hard to get a good score.

There are 3 main situations to consider here–

- The first is where a pilot puts them self at risk when they are injured or ill– they would probably be persuaded to not fly if there is a sub that can replace them, this would prevent the chance of injury.*
- The second is where a pilot is unable to fly anymore as they are badly injured e.g. a broken back– therefore a sub would be beneficial for the team as they would be a pilot down– Understandably if there was a team of 7 a male and female sub would be needed as a male can't fly in the females place*
- Lastly, If a pilot is deemed medically unfit by the rules e.g. they have been prescribed a drug by medical staff which means they are unable to fly– it is only fair on the rest of the team if they can field a sub– especially in cases where a team only has 5 pilots.*

Understandably, subs can't be changed in and out– this should only be used in extreme cases where pilots are deemed unfit to fly by medical staff or suffers a bad injury during the competition.

Proposal:

*Amendment to rule 3.2.1– After the start of the first round no change of pilot may be made, **except in case of dire circumstances such as illness or injury during the competition period where the pilot is deemed by medical staff to be unfit to fly. Once a reserve pilot is used they have to remain for the rest of the competition.***

Part 8: Proposal from UK Accuracy panel for CIVL-awarded Badges.

Accuracy Badges

The scheme below is one currently used in the UK. Certificates are issued to pilots who achieve these levels, and qualified Judges must witness it.

Copper – Landing within 10.0m of the centre of a target on 4 consecutive flights

Bronze – Landing within 2.5m of the centre of a target on 4 consecutive flights

Silver - Landing within 1.0m of the centre of a target on 4 consecutive flights

Gold - 4 consecutive flights with a combined total score of 100cm or less

Diamond - 4 consecutive pad scores

Platinum – 4 consecutive flights with a combined total score of 10cm or less

The CIVL Records & Badges subcommittee chair has spoken to me about whether Accuracy would like to be included in the current FAI awards scheme. They have 4 levels and would like us to try to match their current awards scheme. We thought that the UK scheme would be a starting point.

Proposal:

Bronze- 4 consecutive flights within 1m of the centre of the target.

Silver- 4 consecutive flights with a total score of 1m or less

Gold- 4 consecutive flights on the pad

Diamond- 4 consecutive flights with a combined total of 10cm or less

For reference, the current FAI Cross country awards are as follows:

- ***Paraglider: (Class 3)***

Bronze: 15km, or 1 hour duration, or 500m gain of height

Silver: 30km, and 3 hours duration, and 1000 m gain of height

Gold: 75km, and 5 hours duration, and 2000 m gain of height

Diamond: 125km open course, or 125 km closed course, or 3000 m gain of height
(for 3 separate Diamond Badges)

Part 9: Review of Accuracy related proposals on the Plenary Agenda

Slovenia Proposal 2 – mandating harness & helmet rule for Cat 2s

Slovenia Proposal 4 – serial class gliders only for Cat 1 and Cat 2 events

AOB

Nikki Bodill, December 2011