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HGFA Competitions Committee Meeting Minutes

Rydges Hotel - Camperdown Sydney

11th - 12th June 2005

Meeting

Saturday 10:00 am - 12:30 pm, 1:30 pm - 6:20 pm.

Sunday at 9:00 am - 12:30 pm, 1:30 pm - 2:00 pm.

Attendees

Michael Zupanc - retiring member CIVL Delegate

Tim Cummings - HG Rep

Stewart Dennis - CIVL Delegate

Brandon O'Donnell - PG Rep

Tove Heaney - retiring member

Chris Fogg - General Manager (newly appointed)

Len Paton - HG Rep (newly elected)

Apology

Ian McFarlane - PG Development Rep

David Seib - HG Rep (newly elected)

Appointments

Minute secretary - Tim Cummings

Competitions Committee convenor - Len Paton

Competitions Manual editor - Brandon O'Donnell

Competition Organisers Handbook editor - Brandon O'Donnell

Hang Gliding Ladder editor - Michael Zupanc

Paragliding Ladder editor - Geoff Wong (SD to confirm with Geoff)

Trophies Officer - Stewart Dennis

HG Competition Calendar Coordinator - Michael Zupanc

PG Competition Calendar Coordinator - Brandon O'Donnell

Documents to be Tabled

Guatemala CIVL Report - Stewart Dennis

CIVL book - "And the world could fly" - FAI

2007 HG World Championship bid - Big Springs Texas

Switzerland - 2006 World Paragliding and Hang Gliding Aerobatics Championship

Lithuania bid - 2007 World Paragliding Accuracy Championship

Sanction Applications

HG Sanction Application - Canungra Classic 2005

HG Sanction Application - Canungra Sunday Summer Series 2005

HG Sanction Application - Canungra Sunday Winter Series 2005

HG Sanction Application - Gulgong 2005

HG Sanction Application - NSW State Titles 2006

HG Sanction Application - Bogong 2006

HG Sanction Application - Australian Free Flying Festival 2005/2006

HG Sanction Application - Sportavia International HG Championships 2006

HG Sanction Application - Wimera Out West 2006

HG Sanction Application - WA State Soaring Championship 2006

PG Sanction Application - Killarney 2006 Classic AAA

PG Sanction Application - Canungra Cup 2005 AAA

PG Sanction Application - Manilla 2006 pre-Worlds - Cat 2

PG Sanction Application - Bright 2006 AAA

PG Sanction Application - WA State Soaring Championship 2006

Abbreviations used in these Minutes

CC - Competitions Committee

CCC - Competition Calendar Co-ordinator

DQF - day quality factor

HG - hang glider

PG - paraglider

WM - weightshift microlight

Minuted items are not necessarily shown in chronological order.

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1. MINUTES LAST COMPETITIONS COMMITTEE MEETING

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All action items from the last CC meeting were completed other than those listed and those which are no longer necessary (described elsewhere in this document). Outstanding actions have been reallocated to new committee members.

Action 05.01: Brandon O'Donnell to send Comp Organiser's Handbook to Michael Zupanc for converting to PDF and putting on the web.

2004 CIVL DELEGATE REPORT - Turnpoint Cylinders: The CIVL Section 7 have made a rule that mirrors the HGFA rule regarding only scoring the minimum flyable distance rather than the distance to centre of the turnpoints. Race 2003 automatically takes this requirement into account.

Action 04.06: Michael Zupanc: To confirm that this has actually happened. To contact Ivan Twose (CompeGPS) and Janne Jarnesjo (Race) to ensure that it happens in future versions.

Action 05.02: Michael Zupanc: To confirm that this has actually happened. To contact Ivan Twose (CompeGPS) and Janne Jarnesjo (Race) to ensure that it happens in future versions.

Action 03.19: Karl Texler - Disaster Relief Plan - A draft disaster relief plan needs to be in the Competition Organisers Handbook. (See FAI Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sports Events).

Action 04.11: Brandon O'Donnell - Disaster Relief Plan - A draft disaster relief plan needs to be in the Competition Organisers Handbook. (See FAI Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sports Events and "Practical Guidelines for Organisers of FAI/CIVL Competitions").

Action 05.03: Brandon O'Donnell - Disaster Relief Plan - A draft disaster relief plan needs to be in the Competition Organisers Handbook. (See FAI Guidelines in the Event of a Casualty or Serious Accident at FAI Air Sports Events and "Practical Guidelines for Organisers of FAI/CIVL Competitions"). Brandon O'Donnell to get info from Karl Texler

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2. COMPETITIONS, CALENDAR AND SANCTION APPROVALS

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Next season's PG sanctions awarded and event calendar (preliminary). No sanction request was received for the CMac XC League.

Dates	Sanction	Area	Competition	Organiser
2005				
8-15 Oct	AAA	Canungra	Canungra Cup 2005	Brandon O'Donnell Director Adam Nienkemper Technical Delegate Brian Webb
19-20Nov2005 02-04Dec2005 17-18Dec2005 07-08Jan2006 21-22Jan2006 25-26Feb2006 18-19Mar2006 01Apr2006	B	Bright	Mystic Cup	NEVHGC Mystic Cup Committee
2006				
28Jan-4Feb	AAA	Killarney	Killarney PG Classic	Andrew Horchner
11-18 Feb	AAA	Bright	PG Nationals	Brian Webb
26Feb-5Mar	B	Wyalkatchem	WA State Soaring Championships	
4-11Mar	Cat2	Manilla	Preworlds	Godfrey Wenness
14-15Jan 4-5Mar	C184	Mt Cole, Flowerdale Papps Landscape	Skyhigh XC	Geoff Wong
Easter 2006	---	Manilla	State of Origin	James Thompson

Required GAP Parameters - Paragliding

Competition	Nom Dist	B/out Dist	Nom Time	In Goal
Killarney	30 km	4 km	90 min	20%
Canungra Cup	30 km	2 km	90 min	10%

Manilla	50 km	5 km	90 min	20%
Bright	30 km	5 km	90 min	20%
Mystic	25 km	5 km	90 min	15%

Next season's HG sanctions awarded and event calendar (preliminary). No sanction request was received for the CMac XC League.

Dates	Sanction	Area	Competition	Organiser
2005				
1 Mar -	C184	Canungra	Canungra Winter series 2005	Tim Cummings
1 Sep -	C184	Canungra	Canungra Summer series 2005	Tim Cummings
24-29 Apr	A	Dalby	Dalby Big Air Carnival	John Ripley
24Sep - 1 Oct	AA	Canungra	Canungra Classic 2005	Jon Durand snr
21-26 Nov	AA	Gulgong	Gulgong Aerotow Comp	Bill Olive/Rick Duncan
2006				
31Dec-5Jan	---	Bright	Australian Free Flying Festival	Carol Binder
7-14 Jan	AAA	Mt Beauty	Bogong Cup	Carol Binder / Heather Mull
15-21 Jan	B	Corryong	-- no sanction application --	
21-28 Jan	AAA	Tocumwal	Sportavia International Hang Gliding Championships	Tove Heaney
5-11 Feb	A	Manilla	NSW State Titles	Bill Olive
26Feb-5Mar	B	Wyalkatchem	WA State Soaring Championships	
Easter 2006	B	Birchip	Flatter than Flatlands	

Required GAP Parameters - Hang Gliding

Competition	B/out Dist	Nom Dist	Nom Time	In Goal
Canungra Winter Series	2 km	20 km	60 min	10%
Canungra Summer Series	2 km	20 km	60 min	10%
Canungra Classic	2 km	35 km	90 min	10%
Dalby	4 km	40 km	90 min	10%
Gulgong	4 km	50 km	90 min	10%
Sportavia	10 km	80 km	90 min	25%
Corryong Cup	4 km	40 km	90 min	15%
Bogong Cup AAA	5 km	50 km	90 min	25%
WA Soaring Champs	4 km	40 km	90 min	15%
NSW State Titles - Manilla	5 km	50 km	90 min	10%
Flatter than Flatlands	4 km	40 km	90 min	15%

Historically the Nationals has been the competition each year, in each discipline, from which the winner is the national champion, and at which elections are held for members of the competition committee.

Motion 05.01: That the significance of the title Nationals will be dropped as it is no longer consistent with the manner in which the national champion is found. The HG or PG National Champion is the pilot ranked number one on the ladder of each class. That the Competitions Committee HG members be elected at the last AAA HG competition every second year (odd years). That the Competitions Committee PG members be elected at the last AAA PG competition every second year (even years). Moved Len Paton. Seconded Brandon O'Donnell. Accepted unanimously

Competitions may still apply to use the title "Nationals" and at most one competition each year from each discipline may be awarded this title. This may be beneficial for PG competitions where it is a qualifying criterion for the Paragliding World Cup. It has been of significance for both local and visiting pilots who want to fly the "World Cup". Those comps have a waiting list and poor results means the pilot doesn't get in. Both the "league" results (ie ladder) and the "Nationals" results from any country can be used. (and PWC, Pre-PWC, Worlds results etc). The two best results are counted.

Action 05.04: Brandon O'Donnell to coordinate any changes to PG competition calendar and to keep NZ informed of our calendar. Calendar details to be sent to Michael Zupanc for updating the HGFA web page.

Action 05.05: Michael Zupanc to coordinate any changes to HG competition calendar

Action 05.06: CIVL Delegate Stewart Dennis to prepare the CIVL sanction forms for each of the Cat 2 competitions and send to Chris Fogg. Chris Fogg arrange for all Cat 2 sanction fees to be paid to CIVL by the HGFA Office and then the HGFA Office bill each competition to recoup the fees. The Cat 2 competitions are the major PG Comps 3 x AAA + Manilla Preworlds and the major HG comps 2

x AAA + 2 x AA. Note that the Canungra Classic 2005 sanction form has already been sent to CIVL, but the fee still needs to be paid.

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3. NATIONAL LADDER AND AWARDS

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- PG Open 2004-05 - Craig Collings
- PG DHV 2/3 2004-05 - Craig Donnell (Nova Radon)
- PG DHV 2 2004-05 - Phil Hystek (GIN Bandit/zoom)
- PG DHV 1/2 2004-05 - Barb Scott (GIN Oasis)
- PG Women 2004-05 - Allison Cawte

- HG Open 2004-05 - Jon Durand Jnr
- HG Kingpost 2004-05 - D Tim Cummings
- HG Floater 2004-05 - Trent Brown
- HG Women 2004-05 - Kathy Kelly

Currently there are many holes in the HGFA web site with regard to paragliding competition results.

- Action 05.07: Michael Zupanc to separate PG and HG results to make it clear the PG results are missing from the HGFA web site.
- Action 05.08: CC PG reps to find missing data and provide to Michael Zupanc

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4. HAY HG WORLDS 2005

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The 2005 Hang Gliding World Championships were held at Hay. Sadly a fatality marred the competition and our thoughts go out to the family and friends of Robin Strid from Norway.

Congratulations to the Oleg Bondarchuk for winning the individual gold medal and to the Australian team for winning the team gold medal. Our thanks go to Paul Rundell and Rohan Holtkamp of Dynamic Flight, and to all their helpers and volunteers for running the event in difficult conditions.

Chris Fogg was present during the competition and Len Paton, David Seib and Tove Heaney were competing in the competition. Several areas were identified where improvements could be made in running a world class competition. Since the Hay competition Tove Heaney has been researching the way other aerotow competitions are run. Chris Fogg would like to see the Tow Manual updated with the lessons learned from a review of towing practices.

One of the main issues that came from the Hay comp was the production of web results. The Comp Committee encourages the use of RACE programme which produces very good stand alone web pages.

The protests at Hay are discussed in the Protests section.

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5. QUEST AND WALLABY REPORT

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Tove Heaney, at her own expense, recently travelled to Quest and Wallaby flight parks in Florida. Some of her findings include:

- Quest and Wallaby do not let pilots design their own release systems.
 - They have five people checking every setup.
 - They have three gliders in line already attached to the tug that will tow them up.
 - Quad bikes are used to chase dollies and hook them up and tow them off the runway within seconds of the glider launching.
 - They use 30 volunteers to be launch marshal paid with by free food and free tows in the morning before the days flying.
 - They build 20 new dollies before each competition for 105 competitors.
 - The used dollies are sold at the end of the competition for US\$400 each ensuring new dollies before the next competition.
- These ideas were considered useful for future aerotow competitions such as the Sportavia Hang Gliding Championships 2006 to be organised by Tove Heaney.

Chris Fogg mentioned that Bill Moyes may have overcome some of the caster problems on dollies by placing a larger rear wheel than the front wheels. In any case it seems that there is more that can be learnt in the design of producing the perfect dolly.

Chris Fogg recommended specifications for a good dolly go into HGFA Tow Manual. A best design is currently being researched informally on a few different fronts.

Volunteers - Tove Heaney recommended that HGFA provides some promotion of volunteers. Chris Fogg suggests we could look into registering with the Volunteers Association of Australia. Both Chris Fogg and Tove Heaney recommend there be some volunteer rewards system where a comp is using volunteer services.

Action 05.09: Chris Fogg to check what can be provided by the Volunteers Association of Australia

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6. SAFETY

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Helmets: Michael Zupanc reported that the European helmet standards are identified by number BS EN 966 and can be obtained at a cost of £ 92.00.

Action 05.10: Chris Fogg to obtain further information regarding helmets by reviewing the BS EN 966 and contacting Gordon Rigg (UK)

regarding helmets.

Ambulance: Chris Fogg advised that the competition rules section 2.6.7 stipulates the need for a medical doctor or medical technician with appropriate equipment must be available at take off and at a strategic position during the task. The Hay competitors had asked for an Ambulance. Ambulances can be provided at competitions and can be booked through St John's Ambulance for use at Hang Gliding competitions if desired. There is a daily rate to have an ambulance on standby. The official emergency call procedure is to first call 000 in case of an accident. However, competition organisers are advised to contact local ambulance before the competition to possibly get a direct phone number that can be used to expedite an ambulance after the 000 call has been placed.

Action 05.11: Brandon O'Donnell. Emergency procedures to be updated in Competition Organisers Handbook based on recent experience. Recommendation to be made in the handbook to advise all local emergency authorities of the comp and to gain their input to the local procedures.

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7. PROTESTS AT PAST SEASON'S COMPETITIONS
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HG Hay Worlds: A protest was lodged concerning a goal that was moved back to a paddock along the course line. Protest was upheld and day was cancelled.

The Australian "standard" is that goals that cannot be placed at the coordinates are placed back along the course line at the first safe paddock. But in FAI Category 1 events the protest results conclude that the goal can not be moved.

Action 05.12: Brandon O'Donnell - Check that the "standard" is formally in Comps Manual.

HG Hay Worlds: A competitor released well outside the tow paddock. The day was cancelled for other reasons and the protest withdrawn.

CC discussed the pros and cons of aerotow tugs releasing pilots over the paddock or close to the start gate. No motion was made to change the rules which require the release to occur over the tow paddock.

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8. CIVL MEETING - DELEGATE REPORT
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Stewart Dennis gave a brief summary of the CIVL meeting in Guatemala.

He tabled documents from Paragliding Accuracy 2007 Championships from Lithuania and aerobatics world championships 2006 from Switzerland.

WPRS is now using the system proposed by Stewart Dennis for determining World Pilot Rankings. Nation rankings are now calculated by adding the points from each nations top four pilots.

Stewart Dennis reported that CIVL have approved the use of GPS for world records and badges. "Observers will no longer be required for badge flights. The procedures for records verification have also been revised so a barograph is no longer needed, only a 3D GPS although a flight recorder or older GPS and barograph is still allowed." This removes the need for barograph calibration facilities in Australia.

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9. WORLD PILOT RANKING SYSTEM
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The system designed by Michael Zupanc has been implemented and made official for Class 1, 2 and 5 hang gliding. Stewart Dennis has designed a slightly alternative formulae for paragliding and that is now being fine tuned to comply with requirements from the last CIVL meeting.

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10. PROMOTION OF COMPETITIONS TO OVERSEAS PILOTS
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The pros and cons of international pilots coming to Australia were discussed. The HG competitions already attract a large contingent of very good pilots, while fewer of the top level PG competitors come here.

Cons for international pilots

- Tourist visa
- HGFA membership \$44 for visiting pilot
- Distance to get here
- radios

Pros for international pilots

- Can buy glider here (HG not PG)
- weather
- off season (although PG pilots from Europe tend to work in the ski fields in winter to pay for their summer flying)

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11. NATIONAL TEAM SELECTION
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Team selection methods was discussed. The merits of the current and previous hang gliding selection criteria were discussed at length.

It was concluded that more objectivity and less subjectivity was required to make the process more transparent and to help pilots develop true goals that they know they need to achieve to be selected for the Australian team.

Motion 05.02: That the top pilots in the National Ladder be used to determine the HG National Team. All but one position is firm. The final position is challengeable by any of the pilots with the right to apply (see 9.2.7) if they consider exceptional circumstances exist. The challenged pilot will be given a copy of any challenge and given the right to respond to any challenge. The team selection panel will determine the success of the challenge. Moved D Tim Cummings. Seconded Len Paton. Passed unanimously

Motion 05.03: That the top pilots (2 male and 1 female) in the Team Selection Ladder be used to determine the PG National Team. All but one position is firm. The final male position is challengeable by any of the pilots with the right to apply (see 9.2.7) if they consider exceptional circumstances exist. The challenged pilot will be given a copy of any challenge and given the right to respond to any challenge. The team selection panel will determine the success of the challenge. Moved SD. Seconded BO. Passed unanimously

Pilots who increase the PG team size can get the position they created. This only applies to pilots who do not get into the team based on team selection ladder performance. The rules for these places do not change from how it is described in the manual. No motion is required as this is not a change.

Other issues regarding team selection were discussed.

The point was raised that the PG team is really made up of individual pilots as there is little chance of the PG team making a medal as a team. Chris Fogg then questioned "Are we aiming for Top Australian individuals or an Australian team, which ever it is then it should be incorporated into our selection mission statement?"

Discussion concluded that success of the Australian team is the prime consideration.

Chris Fogg inspired the PG reps with "Success is not necessarily with the objective to win but to improve to the highest point where we possibly can".

Chris Fogg has recently received notification from the ASC (Australian Sports Commission) regarding funding. The ASC has noted that the HGFA will be recognised sporting body but will receive no ongoing funding to 2009 but will be able to provide specific athlete support. Chris went on to say that one of the big issues preventing us from getting assistance was that we didn't have a standing national team as selection is made just before a World Championships. He proposed that we create a national team, possibly bigger than that required to compete in international events, even when there is no World Championships coming up. The team could receive coaching, team bonding, and train together. Coaching could involve analysing data logging of each flight of each team member during every competition. This coaching would not be held behind closed doors. Other competitors would be welcome to observe but not participate in the coaching. Michael Zupanc highlighted that a problem at the AIS is that they are used to training sports requiring outstanding physical achievements while hang gliding is more decision making. Chris Fogg responded that we should use Michael Zupanc's experience in shaping possible AIS training into something that would be of assistance.

Chris Fogg highlighted the issue of organising Australian team identity including the basic element of a team uniform.

Action 05.13: Chris Fogg to contact National Aero Club (ASAC) and AIS to determine if there are any programs in place for producing team uniforms for national teams at international events.

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12. PG LADDER CALCULATIONS
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The MSAccess program to calculate FTV of comps has been produced and was shown at the meeting. Geoff Wong has expressed an interest in implementing this in his online program. Further evaluation of the results is required before implementation.

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13. COMPETITION SCORING SYSTEMS
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START GATES

Motion 05.04: That the rules in the Comps Manual be amended to specifically say that not everyone needs the opportunity to get the first start gate. Moved D Tim Cummings Seconded no one. Motion dismissed.

This motion was supported by Tove Heaney and Michael Zupanc. However as retiring members they could not second or vote on the motion. Dave Seib, although absent of the meeting, was supportive of the idea to reduce protests but would like to see detail of the rules before implementing.

SCORING FORMULA

It was concluded that comp pilots would be more comfortable supporting start gates that not everyone could achieve if there was less emphasis on departure time in calculating a pilots score. Michael Zupanc has been developing an alternative we will call OzGap 2005.

A brief summary of the history of scoring systems

Australian Scoring System - 1997: Paul Mollison
Speed points
Distance points

GAP 1998: Gerolf Heinrichs, Angelo Crapanzano, Paul Mollison
Arrival points based on arrival place only (max = speed/6)

Departure points based on departure time only (max = speed/6)
Speed points
Distance points (could be 1000 if no one made goal)

GAP 2000: Gerolf Heinrichs, Angelo Crapanzano, Paul Mollison
Arrival points based on arrival place only (max = speed/6)
Departure points based on departure time only (max = speed/4)
Speed points
Distance points (could be 900 if no one made goal)

OzGap 2000: GAP modified by D Tim Cummings and Michael Zupanc, used in Australia since 2001
Arrival points based on arrival place only (max = speed/6)
Departure points based on departure time and arrival time (max = speed/4)
Speed points
Distance points

GAP 2002: GAP 2000 modified by Angelo Crapanzano
Incorporated the principles of OzGap 2000, but tried awarding departure points based on times throughout the course and not just at start and finish
Speed points awarded to those who didn't make goal
Distance points

OzGap 2005: Proposed modification by Michael Zupanc and D Tim Cummings
Arrival points: based on arrival time only (or maybe include some arrival place points)
Departure points: none
Speed points:
Distance points:

GAP 1998 had an objective to encourage pilots to go earlier as it was a serious problem that pilots were starting too late in the day. GAP 2000 tried to increase the dependence on start time but didn't work because too often the formula gave zero departure points for everyone and was quite unpredictable and not enough good pilots were prepared to go early and get the rewards. OzGap 2000 reduced the dependence on departure time only, but in doing so, made it less likely that everyone would get zero points for departure. Pilots could now see how departure points were working and started flying earlier in the day, as was the original objective. However, good pilots are now preferring to prevent other good pilots from leaving in front of them by bringing the first start gate back to a time when everyone can get it. This is bad for slower pilots who need to be given the opportunity to leave early to have a chance of making goal, and bad for comp directors who have been threatened with protests for having a start gate too early. It is expected that such a protest would be unsuccessful. If the proposed OzGap 2005 is adopted,
the emphasis on Departure time will be removed, so pilots will be more comfortable with earlier start gates
the dependence on arrival place removed, reducing the emphasis on a gliders final glide performance on overall result
the scoring system will be simplified, making it easier to explain to pilots

Action 05.14: Mike Zupanc and Tim Cummings to develop a scoring module for OzGap2005 for Race 2003 and test the theory with some real competition results. If successful, it could be trialled at Canungra, as this competition will have little bearing on the next Australian Team selection.

FIXED TOTAL VALIDITY

The fixed total validity calculator for the PG ladder could be used within an individual competition. Many of the top pilots have called for a method of rejecting bad rounds of a competition, and this is considered the fairest method. It is recommended that it be trialled with a 20% rejection rate at Canungra Classic 2005.

HANDICAP

The Wenyon handicap has been discontinued due to lack of motivation of Peter Dall, its instigator. The concept of a handicap system was very popular amongst lower skilled pilots. An alternative handicap system was trialled at the Canungra CareFlight Handicap weekend club competition last November. It was considered successful. It was based on handicapping the speed and distance flown of every pilot and then scoring the result. This is a different concept to Wenyon which scores the speed and distance flown by each pilot and then handicap their score. An advantage of the speed and distance handicap system is that new pilots are given a shorter goal they need to achieve before speed points start working. If they actually fly further than this shortened goal, then the distance they fly improves their speed to goal.

As yet there are no plans to implement the speed and distance handicap system in any competitions as it is more difficult to score, but could be incorporated into a GPS download program which has the speed and distance flown by pilots who didn't actually make goal.

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14. MANILLA 2007
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The 2007 PG World Championships will be held at Manilla in March 2007. The Preworlds will be held at Manilla from 4 - 11 March 2006. The discussion included the recent issues regarding access to the site for the competition. Chris Fogg indicated that a contractual agreement will be made with the landowner to ensure the event can be run on the property.

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15. GPS SOFTWARE AND SCORING SOFTWARE

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Software options to help run competitions were listed

Options for GPS downloads are

RaceTracker - free (<http://www.triptera.com.au/gps>) - java based - Windows, Mac OS X, Linux, doesn't yet do MLR

CompeGPS - easy to use, expensive, annual licence fee, commonly used, Windows only, Required for GAP 2002 with lead coefficient

Check-In - Used mainly in PWC, not free, Windows, Mac OS 9 and X

Options for scoring are

Race 2003 - OzGap or GAP2000 or GAP2002 (Recommend OzGap), free from www.fai.org

PWC (Christian Quest) - not used in Australia

Action 05.15: Tim Cummings to identify in an article for the mag what they are and which is the recommended for use in the various comps run during the year.

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16. GPS SOFTWARE AND GPS USAGE

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GPS 13 second error: Most pilots know of issue. Most organisers have been taking times at face value with no calibration. These organisers take the view that it is pilots responsibility to upgrade garmin firmware to get the correct times. A very few number of organisers have decided to calibrate unknown gps models and software versions to determine if 13 seconds should be subtracted from GPS times.

GPS Lack of Signal: Several places in the world (eg Florida near transmitter tower, Italy where lots of illegal transmitters) have reported times when the GPS suffers from a lack of signal. The current rules say that the pilot will only be scored to their best track log position in the major competitions. In minor competitions (C sanction) a rule has been used where a pilot "A" with a working GPS, while "A" is in a turnpoint cylinder, witnesses another pilot "B" (who doesn't have a working GPS) further inside the turnpoint cylinder, then "B" can be awarded a scoring distance of 1 km short of the turnpoint cylinder. This is useful in club competitions with an out and return type task, because a pilot whose GPS is not working (or missing) is not forced to land out to "prove" his position, but can fly back home with everyone else. Options for major competitions were considered by the CC but no ideal solution was determined. The conclusion was that no change to the rules would occur until the problem arose in Australia.

GPS Goals: Virtual goals were considered. The most favourable finish line format was a 400m cylinder goal line around the coordinates given, and that pilots should be notified at the briefing that the landing paddock had not been verified and that after crossing the line (cylinder), pilots should find their own safe landing. Very long goal lines through the goal coordinates, perpendicular to the course line can be a good option. Determining you have crossed the line is a bit more difficult, but if you keep watching your bearing to the goal coordinates until the bearing is more than 90 degrees different to the course line direction, then you have crossed the goal line.

GPS Datum and coordinates: The use of datum Australian Geodetic 1966 with UTM/UPS coordinates was required to match topographic maps. However it causes problems for visiting pilots, some Race calculations and some integrated GPS models (eg Compeo, Flytec 5030) [as identified by Wes Hill]. Course navigation by maps is pretty much obsolete. So it was decided to recommend future Australian comps should use WGS84 datum, with latitude and longitude using decimal degrees to 5 decimal places where possible.

Action 05.16: Brandon O'Donnell to implement changes in manual

GPS: MLR 2D mode [identified by Wes Hill]: The position recorded by a MLR can be over 0.5km out when it is recording in 2D mode. This can be checked in CompeGPS by right clicking on a tracklog and selecting 'colour tracklog by...' then 'GPS height'. The CC agreed with Wes Hill's recommendation that pilots should be advised that 2D tracklogs cannot be accepted for MLRs.

GPS: Garmins can record a false tracklog for 30 seconds [identified by Wes Hill]: The issue was discussed, but no action or requirements for Garmin users was deemed necessary.

GPS: Distance calculations for entry circles [identified by Wes Hill]. CompeGPS (and RaceTracker) calculates distances using the (UTM coords) sq. root $[x^2 + y^2]$ formula. Some GPSs calculate distance using the great circle formula. CC agreed with Wes Hill's recommendation that competition scorers should adjust the distances entered into CompeGPS to compensate for this. RaceTracker doesn't yet do entry circles.

Entry circles are generally easy for pilots because they do not need to change their GPS between starting and rounding first turnpoint. However they are not good for cross winds on the first leg because early competitors can spend a lot of time working their way upwind before starting, turning the first leg into a downwind leg.

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17. EVENT MANAGER

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Chris Fogg raised the idea of an event manager to coordinate all competitions around Australia.

Action 05.17: CC to further discuss the raised issues revolving around the event manager as a valid concept. Risk, liability, overseeing events and education.

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18. COMPETITION KIT

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Chris Fogg discussed an idea with regards a kit of equipment / info sheets that could help competition organisers run competitions. The kit could pass from competition to competition. Recommended items in the kit include

HGFA Competition Manual (printout)
FAI Section 7 (printout)
Competition Organisers Handbook (printout)
Competition Organisers Check list (not yet developed)
Liability issues - check list
Dollies US\$400
Best practises
Landing form template
Land owner awareness template
Task board
Goal line
Download cables

The competition kit idea will be developed further before any proposals are made.

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19. NATIONAL TEAM FUNDING

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Australian team members in receipt of entry fee funding should provide some training clinics or other service to HGFA as part of their mutual obligation.

Jon Durand jnr - run clinic at Canungra Club
Craig Coomber -
Steve Moyes -
Len Paton - joined competition committee
David Seib - joined competition committee
Tove Heaney - runs competitions
Rohan Holtkamp - runs competitions

Enda Murphy - will run clinic at Manilla
Rhett Rockman -
Andrew Horchner - runs competitions
Craig Donnell -
Ky Wittich -
Heike Hamann -

Action 05.18: CC PG reps ensure PG team members are aware of their mutual obligation and advise them of possible contributions they can make, and confirm the action was taken.

Action 05.19: CC HG reps ensure HG team members are aware of their mutual obligation and advise them of possible contributions they can make, and confirm the action was taken.

CC also discussed the possibility of sponsoring a PG pilot entering a trekking competition that involved some paragliding. At this stage, no sponsorship has been requested, and the CC felt that it was a bit too removed from our main objectives. And of course the CC has no budget from which to sponsor such events.

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20. COMPETITION COMMITTEE FUNDING

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CC discussed the funding of the competitions committee from the general membership. The benefits of competitions were highlighted

- Improve everyone's flying skill
- Social occasion to talk about flying
- Improves enjoyment of flying
- Advancements in glider design
- Concentrated time of flying with organised retrieves and other people in the air
- Incentive to train beforehand helps improve skills
- Incentive to stay in the sport
- Most pilots with 5 or more years of flying have entered a competition
- Top pilots upgrade their equipment to stay competitive, increasing the second hand market in flying gear
- Few pilots with 2 years of flying have entered a competition, but they have received the benefit of instructors' skills, advice from experienced pilots, clubs facilities, improved glider designs, second hand equipment that would not have existed if not for competitions

CC has helped provide a high class of competition in Australia. CC has also ensured Australia is represented fairly on the world scene. Australia has had a disproportionately high influence on the way competitions are run world wide. However, there will always be areas to improve and areas to adapt to flying trends.

Chris Fogg said he would like the competition committee to work from its own budget. It might be possible to get sponsorship for Australian competitions, especially after the success of the Australian HG Team. Alternatively, if the membership deemed it beneficial, CC could be given a budget each year for it to develop programs that can assist competitions in Australia.

CC funding consists of

- airfares and accommodation for one meeting per year.
- funding to send CIVL delegate to CIVL meeting once per year.
- FAI affiliation fees - required to compete in World Championships and set World Records

All CIVL Cat 2 sanction fees are paid by HGFA as a lump sum to CIVL with each competition to be invoiced for recapture by the HGFA.

Chris Fogg recommended that the profile of the competitions committee be improved to membership to help the membership feel more comfortable funding the CC activities. Articles for SkySailor need to be provided.

Action 05.20: A Comp Committee member to provide brief article what the comp committee does and how the HGFA benefits from it.

Motion 05.05: That the competitions committee request the board fund CIVL Delegate costs. Moved D Tim Cummings Seconded Brandon O'Donnell. Motion Accepted unanimously

Action 05.21: Chris Fogg to pass this request to the board.

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21. COMPETITOR INSURANCE
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Chris Fogg requested if any of the members of the CC who compete overseas could provide details of any insurance that was available for pilots who compete in Australia and overseas. Stewart Dennis advised that the British Hang Gliding Paragliding Association's Airports Insurance \$700 per year gives accident insurance (excludes US and Canada) for travelling and local competing pilots (<http://bhpa.co.uk>). It is also known that the NSW State Association has an insurance policy with NSW State Government specifically for pilots competing or training to compete. Pilots (those who have competed at least once) from other states are welcome to join the NSW scheme.

Chris Fogg indicated that he would continue to collect insurance information that is available to pilots and work to secure some insurance if it were possible to do so. Pilots who have had insurance or know of possible avenues to gain it can contact HGFA head office to provide details of available insurance options.

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22. TRIKES
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Nothing to report.

Action 05.22: The Weightshift Microlight members of HGFA should elect one of their members so they are once again represented on CC.

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23. LEGISLATION CHANGES
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CAO 95.8 and CAO 95.32 both prohibit HG, PG and WM flying in controlled air space. Under ICAO, Class E airspace is considered as controlled airspace.

Action 05.23: Action Len Paton. Prior to the comps season the CC should put in the magazine advice about upcoming season, including notams, new regulations, amendments to scoring.

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24. COMPETITIONS MANUAL UPDATES
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Some minor spelling mistakes were identified. It was decided to remove the photographic sections of the manual and include as an annex. It was decided to keep the manual as a combined HG and PG manual rather than separate out into two manuals.

Action 05.24: Brandon O'Donnell to incorporate required changes.

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end of meeting