

=====

HGFA Competitions Committee Meeting Minutes
Rydges Hotel - Camperdown Sydney
26th - 27th May 2007

Meeting

Saturday 10:00 am - 12:30 pm, 13:30 pm - 18:45 pm.
Sunday at 8:30 am - 13:00 pm, 14:00 pm - 14:30 pm.

Attendees

Tim Cummings - CIVL Delegate
Len Paton - HG Rep
Cameron Tunbridge - HG Rep and WM Rep
Geoff Wong - PG Rep
Rod Merigan - PG Rep
Chris Fogg - General Manager

Appointments

Minute secretary - Tim Cummings
Competitions Committee convenor - Len Paton
Competitions Manual editor - Len Paton
Competition Organisers Handbook editor - Geoff Wong
CIVL Delegate - Tim Cummings
CIVL Delegate Reserve - Heather Mull (to be confirmed with Heather)
Hang Gliding Ladder editor - Cameron Tunbridge
Paragliding Ladder editor - Geoff Wong
Trophies Officer - Cameron Tunbridge
HG Competition Calendar Coordinator - Cameron Tunbridge
PG Competition Calendar Coordinator - Rod Merigan

Documents Tabled

CIVL Report - Tim Cummings
Manilla Worlds Stewards Recommendations after Worlds

Sanction Applications

HG Sanction Application - Canungra Classic 2007
HG Sanction Application - Canungra Sunday Winter Series 2007
HG Sanction Application - Canungra Sunday Summer Series 2007/08
HG Sanction Application - Gulgong 2007 - verbal
HG Sanction Application - Forbes Flatlands 2008
HG Sanction Application - Bogong 2008
HG Sanction Application - NSW State Titles 2008 - verbal
HG Sanction Application - Corryong 2007/08
HG Sanction Application - Dalby Big Air 2008

PG Sanction Application - Manilla XC Open 2008
PG Sanction Application - Killarney 2008 Classic AAA
PG Sanction Application - Canungra Cup 2007 AAA
PG Sanction Application - Bright 321 2008 AAA
PG Sanction Application - Queensland PG Championships B
PG Sanction Application - Canungra Sunday Winter Series 2007
PG Sanction Application - Canungra Sunday Summer Series 2007/08

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
 CM - Competitions Manual
 COH - Competition Organisers Handbook
 MPM - HGFA Management Procedures Manual
 GPS - Handheld device using the Global Positioning Satellites to determine one's position
 Cat2- CIVL Category 2 competition
 CIVL- Commission Internationale de Vol Libre (international commission for free flight - the commission of FAI for hang gliding and paragliding)
 FAI - Fédération Aéronautique Internationale (international body for air sports)
 HGFA- Hang Gliding Federation of Australia
 XC - Cross Country
 AAA, AA, B, C184, C100 - S

Minuted items are not necessarily shown in chronological order. Competition Calendar confirmed after meeting. Appendix containing Proposed PG Selection rules was developed after meeting but attached here for convenience.

=====
 1. MINUTES LAST COMPETITIONS COMMITTEE MEETING
 =====

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.

The web page results for PG were still missing.

Action 06.02: Chris Fogg/Geoff Wong - to liaise with Geoff Wong to bring the data to main HGFA page. to separate PG and HG results to make it clear the PG results are missing from the HGFA web site.

Action 07.01 Geoff to provide all race data files for HGFA

Action 06.03: Chris Fogg: to check what can be provided by the Volunteers Association of Australia and whether there is any benefit in registering our volunteers with VAA.

Conclusion: There is no benefit.

Action 06.09 Craig Worth: Update sanction form to have check box for using Australian Nationals or Australian Open names (AAA only).

Action 07.02 Chris Fogg / Michael Zupanc to action. Also open to AA.

The PG have set up a new competitions mailing list. We are not sure why they are not using the existing HGFA mailing list. However, they need to publish details on how to join it on the HGFA Web site so that it can be considered an official mailing list.

Action 06.16 Tim Hewatt: to provide information to Michael Zupanc (mike@zupy.net)

Action 07.03 Rod Merigan to advise Michael Zupanc

Motion 06.03 That the appropriate section (1.1) of the Competitions Manual state how CC members are elected.

Moved Len Paton Seconded TC Passed unanimously

Action 06.17 Craig Worth: change MPM to state that the CC are to be elected in accordance with the criteria in the CM

Discussions with the HGFA board after last year's meeting resulted in a new change. Also publishing the cm last year lost references to HGFA general manager

Action 07.04 Len Paton: Reinsert hgfa general manager under competition committee member in cm and his responsibilities. Review membership, selection/ appointment and voting roles of comp committee.

Action 06.21 Len Paton: to provide a template of information needed to be provided by comp organisers in pilot handbook or on notice board prior to comp start

Action 07.05 Geoff Wong: Provide a check list in the COH of important information for competition board. GAP Parameters, Local rules, GPS Coordinate system and setup, Emergency services to go in to Comp Organisers Handbook. Reason's for stopping task are no longer necessary as they are now defined explicitly in the CM.

Action: 07.06 Geoff Wong: Provide a template of a standardised task board in the COH. A good example is the Ken Mitchell Hill memorial task board developed by NEVHGC.

Action 06.22 Craig Worth: COH to say "Organisers should check the suitability for landing paddocks before a competition uses it as a goal, where possible."

Action 07.07 Geoff Wong: COH to say "Organisers should check the suitability for landing paddocks before a competition uses it as a goal, where possible."

Motion 06.07 The CC to recommend to the board that the CIVL Delegate be appointed by the board and once appointed automatically becomes a member of the CC.

Action 06.26 Chris Fogg: to modify MPM to reflect this.

Action 07.08 Chris Fogg: to continue discussing with the HGFA board their preferred modifications to MPM to reflect this.

Action 06.34 Chris Fogg / Craig Worth: Include disaster response plan produced for clubs into Competition Organiser's Handbook.

Action 07.09 Chris Fogg / Geoff Wong: Include disaster response plan produced for clubs into Competition Organiser's Handbook.

=====
2. COMPETITIONS, CALENDAR AND SANCTION APPROVALS
=====

The following sanctions are available to all competitions

- AAA - 450 ladder points (includes Cat2 sanction)
- AA - 360 ladder points (includes Cat2 sanction)
- A - 288 ladder points
- B - 230 ladder points
- C184- 184 ladder points
- C100- 100 ladder points
- Cat2- CIVL Category 2 competition for WPRS (World Pilot Rankings)

PG AAA Canungra Paragliding Cup 2007
29 Sep - 6 Oct 2007
David Pearson (director)
Brandon O'Donnell (technical delegate)

PG AAA Killarney Paragliding Classic 2008 (NATIONALS)
26 Jan - 2 Feb 2008

Brian Shepherd (director)
Wendy Horchner (organiser)

PG AAA Bright 321 2008
23 Feb - 1 Mar 2008
NEVHGC
Adam Neinkemper (director)

PG B Mystic Cup
Various Weekends Nov 2007 - Mar 2008
NEVHGC
Peter Broughton and Barney Henry (director)

PG B Queensland PG Championships
Connondale Club 1&2/9/07,
Fly Killarney Inc. 22&23/9/07
Toowoomba (Wicked Wings Club) 13&14/10/07,
Canungra Hang Gliding Club 24&25/11/07
Andrew Horchner (director and organiser)
Wendy Horchner (organiser)

PG C184 Canungra PG Winter Series
15 Apr 2007 - 23 Sep 2007 (Sundays only)
Karen Sexton

PG C184 Canungra PG Summer Series
24 Sep 2007 - 15 Apr 2008 (Sundays only)
Karen Sexton

PG C184 Manilla XC Open
9 Feb - 16 Feb 2007
Godfrey Wennes
Cat 2
Safety committee required
Needs to satisfy all requirements of AA or AAA

Action 07.10 Chris Fogg. Godfrey to be notified when sanction application approved that he needs to satisfy all criteria of AA competition. This includes having a meet director on the ground, and a safety committee who can advise the meet director of potential safety issues.

Required GAP Parameters - Paragliding

Competition	Nom Dist	B/out Dist	Nom Time	In Goal
Killarney	40 km	5 km	90 min	20%
Canungra Cup	35 km	5 km	90 min	20%
Bright	35 km	5 km	90 min	20%
Mystic	30 km	5 km	90 min	20%
Canungra SWS	20 km	2 km	60 min	10%
Canungra SSS	20 km	2 km	60 min	10%

PG Ladder uses FTV with a reject rate of 30% (keep best 70% of AAA competitions)

Action 07.11 Tim Cummings to contact Dave Pearson and ask him to split competition into two Cat 2 competitions for same date range but first one has three flying days.

HG AAA Forbes Flatlands (NATIONALS)
6 - 13 Jan 2008 (practice day 5th Jan)
Vicki Cain

HG AAA Bogong Cup 2008
16 - 23 Jan 2008 (practice day 15th Jan)
Carol Binder

HG AA Canungra Classic 2007
13 - 20 Oct 2007
Rod Flockhart

HG AA Gulgong Classic 2007
18 - 24 Nov 2007
William Olive (organiser / director)

HG AA Dalby Big Air 2008
9 Mar - 15 Mar 2008
Nick Purcell

HG A NSW State Titles (Manilla)
23 Feb - 01 Mar 2008
Monica Barrett (Organiser)

HG B Corryong Cup 2008
6 - 12 Jan 2008 (practice day 5th Jan)
Wendy Herman (Organiser)
Matt Clark (Director)

HG C184 Canungra HG Sunday Winter Series 2007
May - Oct 2007 (Sundays only - 10 rounds)

HG C184 Canungra HG Sunday Summer Series 2007/08
Nov 2007 - Jun 2008 (Sundays only - 10 rounds)

HG B Deniquilin 2007/08
28 Dec 07 - 1 Jan 08
Hugh Alexander

Required GAP Parameters - Hang Gliding

Competition	Nom Dist	B/out Dist	Nom Time	In Goal	FTV Reject
Canungra Winter Series	20 km	2 km	60 min	10%	30%
Canungra Summer Series	20 km	2 km	60 min	10%	30%
Canungra Classic	40 km	5 km	90 min	20%	20%
Dalby 2007	50 km	5 km	90 min	20%	20%
Gulgong	50 km	5 km	90 min	20%	20%
Corryong Cup	40 km	5 km	90 min	15%	20%
Bogong Cup AAA	80 km	10 km	90 min	20%	20%
Forbes Flatlands AAA	100 km	10 km	90 min	20%	20%
NSW State Titles - Manilla	50 km	5 km	90 min	10%	20%

Action 07.12 Chris Fogg to advise sanction approvals and required GAP Parameters

To try to avoid these date clashes at the last minute we should start preparing dates for AAA and AA competitions for the next two seasons rather than just the next season.

Action 07.13 Chris Fogg / Michael Zupanc: Sanction forms to ask for dates for the AA and AAA comps for the next two years.

=====
 PROTESTS AT PAST SEASON'S COMPETITIONS
 =====

No copies of protests at past season's competitions were received from competition organisers.

=====
REVIEW OF PG WORLD CHAMPIONSHIPS 2007
=====

Considering the torrential rain, the competition was very successful, although only getting 5 tasks in 13 scheduled flying days. HGFA has already congratulated Godfrey Wennes and all the volunteers for running an excellent competition in demanding conditions. A special mention is made here of Matt Morton who organised for the opening ceremony, an aerial display of powered pg, powered hg, FA-18, trikes, GFA soaring craft, red roulette. He also organised a sea hawk helicopter and a westpac helicopter but they were both called off to jobs.

Accidents occurred on 3 days.
1st day - broken pelvis after aerobatics after crossing goal line.
3rd day - mid air - one reserve deployment - noone hurt
4th day - three mid airs - Tracy King (South Africa) injured after landing after midair.

Chris Fogg attended the competition and presented the CIVL Steward's report to the cc. The CIVL Steward's report was generally positive although we feel it could have mentioned more of the positive aspects of the competition.

A summary of the report.

- recommendations after pre-worlds had been well implemented
- weather forecasts, in particular the area specific weather forecasts were excellent and turned out to be very accurate.
- air marshalls, trialled here for the first time in the world, were reporting cloud flying and ensuring safe flying conditions, and reporting aggressive thermalling. Aggressive thermalling was discussed in team leaders meeting but no penalties were issued.
- retrievals were very good
- opening and closing ceremonies excellent
- local rules were good.
- general meet safety was good.
- gyrocopter pilot was the biggest concern and was not notified to team leaders. No radio communication, filmed 30-40m from pilots. Godfrey apologised.
- scoring software Race 2003 with GAP2000 had never been tested with particular task (no departure points) Race scored 900 points instead of 1000 points.
- according to section 2.5.3 only changes to safety measures should be approved by a majority of team leaders. Changes to local rules, such as cylinders and start locations should not be made after the start of the competition.

The stewards reported that HGFA were not involved enough in the running of the competition. HGFA now recognises this. HGFA should have supported the bid more. The bid process needs to be reviewed. Bid needs to be submitted initially to the competitions committee. Competition committee then elevates it to the national body who review it before submission to CIVL.

A problem existed at worlds where some pilots wanted to wear sponsor clothing rather than team clothing. We should recommend to sponsors that if they sponsor the team rather than individuals they can provide clothing that all the team would wear.

The world championships were able to get airspace clearance to 14,000'. This is desirable for other Australian competitions.

Action 07.14 Rod Merigan: To investigate options for airspace clearance for other Australian competitions.

=====
REVIEW PAST SEASON'S COMPETITIONS
=====

HG Gulgong Classic 2006 - Due to objections of a majority of pilots the scorer decided not to use FTV in the scores. As the pilots were not notified of how this would affect the ladder, the cc decided to include the Gulgong scores without FTV on the ladder. All later hg comps were scored with or without FTV for the comp at the scorer's discretion (decided before the first round). However, of these, all AAA and AA competitions were scored with FTV when used on the ladder. The pilots at the competitions were notified before hand that this would happen.

Motion 07.01 That FTV be applied to all AAA and AA comps in the 2007/08 season before they are added to the national ladder. Moved Tim Cummings Seconded Len Paton

Action 07.15 Len Paton: Change cm

Action 07.16 Tim Cummings to provide better description of FTV for cm.

Manilla XC open - During this event, two pilots were sucked into cu-nimbus clouds resulting in one fatality and one hospitalisation. Open distance comps of this calibre (Cat 2) should have policies on task cancellation. This competition was unusual in that it had been sanctioned as Cat 2 without any other sanctioning. It was decided that Cat 2 competitions should satisfy the same sanction requirements as AA. This would mean a safety director or safety committee is required and the meet director needs to be on the ground.

Action 07.17 Len Paton: Sanction requirements for Cat 2 to be added to the sanction requirements table in cm.

=====
NATIONAL TEAM SELECTION
=====

The major changes at CIVL in regards to team sizes and how teams would score in a world championships were reviewed and it was decided that major changes in PG national team selection were required. Also our experience from team selection last year highlighted areas that could be improved. Geoff Wong presented the following list of important points regarding team selection.

1. New teams are fixed size 3+1 and nominated team members are scored with their total score for the competition gets scored. Hence our current task based ladder with 10 best tasks from the last two years (about 70% rejection of worst rounds) is not appropriate for choosing the most suitable pilots for the world championships because consistency rather than speed has become much more important.
2. We should write rules that do not rely on external factors (such as WPRS rules and team size calculation) that are changeable from year to year.
3. We need a statement of the focus of our philosophy. The cc agreed that we are focussing on winning the team rather than the individual world

championship.

4. Our team selection ladder should be either competition based or task based with almost all tasks to reward consistency. The cc decided that probably a competition based ladder was most appropriate.

5. A competition based team selection ladder allows other comps (eg nz comps) to be included in Australian ladder.

6. If overseas competitions are to be considered, then we should maintain at least half of the comps scored to a pilot are flown in Australia. The only overseas comps eligible should be Cat 2 comps with over 80 pilots.

7. The HG Competition based ladder requires a competition have a total validity of 4.0 to score fully on the ladder. This concept should be used for PG competitions but probably with a total validity of 3.0 instead of 4.0.

8. Ladder scores for Australian competitions will be the ratio of the pilot's score to the Best Australian's score in the competition, as is done for the HG ladder. This is so as not to disadvantage the Australian pilots at those Australian competitions that attract many international pilots. Ladder scores for overseas competitions will be the ratio of the pilot's score to the winner's score.

9. Reduce year devaluation from 20% to 10% of previous year's scores. The cc discussed this point as being unnecessary on a comp based ladder. Geoff said his testing had been on the task based ladder and agreed to test its affects on a comp based ladder.

It was suggested that PG should take the opportunity to consolidate their national ladder and team selection ladder into only one ladder. However PG said they were happy with two ladders.

Motion 07.02 We should produce a new model for paragliding team selection criteria based on Australian competitions rather than tasks, that doesn't refer to WPRS, can include a minority of overseas Cat 2 competitions. Moved Geoff Wong Seconded Rod Merigan Passed unanimously.

Action: 07.18 Geoff Wong to produce the specification for a proposed update to the team selection criteria for approval by the rest of the comps committee.

Motion 07.03 That PG challenges for team positions be no longer allowed even after exceptional circumstances.

Moved Rod Merigan, Seconded (this motion was moved but I have no record of a seconder or vote, what do we want here?)

Action 07.19 Len: To rewrite the interim ladder words to give an unambiguous procedure for which comps from last season devalue. Words to reflect that no comp at the same venue from different years is at the same level of devaluation. Also each year has a maximum of two AAAs and three AAs to choose from.

The HG ladder currently only includes the last two years. Many pilots commented this year that they want it to include older competitions as well with an 80% devaluation each year. The cc agreed that this was an acceptable request.

Action 07.20 Len: alter cm to to include last three years on hg ladder with 80% devaluation each year.

Australian PG Squad has been created by the current Australian PG team as an ongoing commitment to the sport with a view to help individual pilots in not only their flying skills but their personal development. These individual pilots have been selected as the existing Australian team members plus 10 additional male and three additional females from the team selection ladder at 31 Apr each year.

=====
NATIONAL TEAMS
=====

The Australian PG team competing at the PG World Championships at Manilla in February 2007 were

Craig Donnell
Craig Collings
Andrew Horchner
James Lawson
Brian Webb
Viv Williams
Heike Hamann
Team leader - Pete Bowyer

The Australian HG team competing at the Big Springs Texas World Championships in August 2007 will be

Jon Durand jnr (also Team leader)
David Seib
Steve Moyes
Scott Barrett
Chris Jones
Kraig Coomber
Team assistant - Vicki Cain

The cc wish to thank Len Paton and Rohan Holtkamp who stood aside to allow Kraig Coomber be selected in the team. Kraig had missed primary selection due to the smoke preventing all but one rounds of the Bogong Cup 2007. Thanks also goes to other Australian pilots who indicated ahead of time they would stand aside if needed.

=====
NATIONAL LADDER AND AWARDS
=====

Action 07.21 Trophy officer: to allocate trophies to the following annual awards based on the ladder produced after all competitions to 30 June 2007.

HG Open
HG Kingpost
HG Floater
HG Womens
PG Open
PG Serial
PG DHV2
PG DHV1/2
PG Womens

For interest

PG have 260 pilots on ladder out of 1300 HGFA membership
HG have 300 pilots on ladder out of 800 HGFA membership

=====
SAFETY
=====

Motion 07.04 To align with CIVL requirements, HGFA will require 3d tracklogs (3d gps or 2d gps + barograph) to be provided from 1st May 2008 by all competition pilots in AA and AAA comps where restricted air or cloud flying could occur. To prepare for this, from 1st July 2007 HGFA will require all pilots in the top 20 each day of a AA or AAA competition be required to provide a 3d tracklog where restricted air flying could occur. Breaks in 3d track logs and restricted air infringements are to be considered equivalent if the break occurs for a section of the flight where an infringement could occur. Allowances are to be made for possible equipment malfunction and inaccuracies of equipment. Penalties are to be based on how much time the pilot is in restricted air.

Moved Tim Cummings Seconded Geoff Wong Passed unanimously

Motion 07.05 Breaks in the 3d tracklog of up to five minutes and hence tracklog indications of restricted air infringements of up to 5 minutes are to incur no penalty. The duration of the infringement is to be measured from the timestamp of the last tracklog point before the possible infringement to the first tracklog point after the possible infringement. Penalty shall be 20 points for every minute (1 point every 3 seconds) after the initial 5 minute period minute up to the pilot's score for the day. Between 1st July 2007 and 1st May 2008, the maximum penalty will be such that the pilot is dropped below 20th position on the day.

Moved Tim Cummings Seconded Geoff Wong Passed unanimously

Note that task setters need to define the restricted air each day. They need to define areas, such as proximity to a waypoint, and the altitude at which penalties will apply. For example, if the maximum height limit is 7000', the task setters may specify that penalties will apply if the track log shows 7300' altitude. This acknowledges that the competitor may be using their accurate QNH based altimeter to ensure they stay under the legal limit of 7000', but that their inaccurate 3d GPS may log them as being at 7300'. Scorers should also take note of the launch altitude or landing altitude recorded in 3d logs based on a user adjustable QNH to ensure users are setting their QNH altitude correctly. If the QNH is set incorrectly, scorers should adjust the recorded altitudes to determine if an infringement has occurred.

We discussed at length how to determine cloud flying purely from a 3d tracklog and it was deemed not possible. We await CIVL's lead on this issue.

Action 07.22 Len Paton: to insert these rules into cm.

Matt Rosser advised that the Queensland Careflight emergency helicopter uses DDD.MM.SS format on their GPS. We checked with other emergency services and found some to use decimal minutes, while we prefer decimal degrees for competition scoring. It was concluded that both emergency services and our pilots would be familiar with switching formats if required, so the best thing is for each comp organiser to liaise with the emergency services before the competition to advise that we would generally be using decimal degrees and determine a preferred format for talking to emergency services if required.

Action 07.23 Geoff Wong. COH Comp organisers to consult with the emergency services what GPS format to use when talking to them. We prefer decimal degrees.

Heike was concerned that lower rated pilots not launching were devaluing days for the better pilots. Competition directors need to be made aware that launch can be closed to lower rated pilots.

The suitability of using log book certifications (eg 150 inland hours) as compared to HGFA certifications was discussed and it was concluded that launch restrictions are a very good incentive to pilots to upgrade their HGFA certifications. This results in more pilots sitting the associated theory exams which is an important part of their development and improves the safety of the sport.

Motion 07.06 That closing a launch on a day to particular rated piloted should be limited to the HGFA certifications (Advanced, Intermediate, Novice, Aerotow, Ground Tow) rather than log book certifications such as 150 inland hours.
Moved Tim Cummings Seconded Geoff Wong Passed unanimously.

Action 07.24 Len Paton: insert in CM

=====
CIVL DELEGATE REPORT
=====

Australian items on the agenda.

PG Stopped task rule: Australia asked for the requirement for one pilot in goal to be replaced with a fixed time period. However this motion was defeated for the second year running.

PG Australian Women entering European Championships - The French had a proposal removing all limits on foreign pilots entering the European Championships to the same as European entrants should there be places available. The Australian proposal was withdrawn after the French proposal was successful.

PG Team Size - The French had a proposal that all team sizes start at 3+1 and increase by one for all teams in order of national team ranking. The number of scoring members of the team is 3, but the pilots contributing to the team score need to be nominated before the start of the competition. All 3 pilots scores will be counted to form the team score. The Australian proposal was withdrawn after the French proposal was successful.

Air Marshalls flying the course line at Manilla - The proposal to allow air marshalls at Cat 1 comps was successful. It will be trialled at Manilla 2007 and Greifenburg 2007 and reviewed at the next plenary meeting.

FTV - The HG and PG subcommittees recommended FTV to the software working group for inclusion in scoring software.

FAI Hang Gliding Diploma Australian nomination John Dickenson - Stephane Malbos from France spoke for a few minutes on the achievements of John Dickenson, and the plenary voted that a diploma be awarded to John Dickenson with the required 2/3 majority reached easily.

Other proposals of relevance

Safety - All incidents and accidents from Cat 1 and 2 competitions should be reported to CIVL to create a database of information.

Action 07.25 Chris Fogg - when notifying of sanction success, advise that cat2 competitions ALL accidents and incidents need to be reported to HGFA Office to forward them on to CIVL and HGFA Comp Committee who will forward them on to CIVL.

WPRS new formula - The WPRS has attracted a lot of attention, and the European nations have come together to vote. The formula is now the same for all disciplines. Cat 1 or Cat 2 does not affect value of competition. Pilot quality affects the maximum score for the winner. Almost impossible to get a full pilot quality. You need all the top pilots in the world to be at your comp = full pilot quality. This is very good for PWC. Number of tasks has been reduced 1 task = 0.5 value (1 = 0.0 for hang gliding), 2 tasks = 0.8 value, 3 tasks = 1.0 value. This is a severe loss to Australia. The European nations were adamant that because their competitions have on average, less than three flying days, the maximum should be no more than three. I suggest we look at the option that Australian competitions be split into two competitions, the first being the first 3 flying days, and the second being the remaining flying days. This rule will be reviewed next year when the WPRS software has been improved to include task validity so the competition validity will be based on the total validity of the competition rather than just the number of scoring tasks.

Action 07.26 Tim Cummings - to put on the agenda for next year's CIVL that the competition validity of 3.0 is required, not just 3 tasks.

Big Springs Texas HG World Championships number of flying days and number of competitors - These proposals did not reach the plenary.

HG Safety - Proposed to measure and publish sprog angles. These results will be reviewed after one year and possibly limits imposed then.

Action 07.27 Tim Cummings - advise Australian team that sprog angles will be measured at Cat 1 competitions.

3D GPS to be compulsory from 1st May 2008 where airspace and cloud flying infringements could occur.

Competition scorers - Apparently some GPS models measure distance differently. It was proposed that all scorers add 0.5% to all cylinders to allow all competitors to use the distance displayed on their GPS unit. This means a 400m cylinder should be entered as 402m in the verification software. It was also warned not to use entry start circles with large radius. I think 10km was OK. 50km is definitely not OK.

Action 07.28 Tim Cummings - advise Competition Organisers of this requirement.

World record and badge verification - all references to photographs has been removed. This had previously occurred but a couple of spurious references had been found.

Action 07.29 Advise CIVL that landing position needs to be changed to furthest track log point in world record measurement for open distance tasks (declared goal is already ok). You can end up with the ludicrous situation where the declared goal distance record is longer than the open distance record.

Australia possibly should suggest that future women's PG world championships be held at a different time to the open PG world championships.

Action 07.30 Viv Williams / Heike Hamann: to review the wishes of Australian women whether they want the women's competition to be held at a different time to the open competition for future world championships. This would allow women who can get into their national open team to compete at both the open and women's world championships. It would also mean that women can compete against each other without the effect of the men flying the same task at the same time. It would have the additional advantage of allowing more men to compete at the world championships which are currently limited to a maximum entry of 150 competitors.

=====
TRIKES / POWERED PARAGLIDING / POWERED HANGGLIDING
=====

Cameron Tunbridge described the various official competition task formats available in FAI Sporting Code Section 10 Class R which includes these three powered aircraft from the HGFA.

Action 07.31 Cameron Tunbridge to investigate possibility of running a competition for these aircraft to generate some enthusiasm amongst weightshift microlighting members.

=====
SKYSAILOR
=====

There were several articles actioned to be written by the competitions committee last year. However, with the major changes to the membership of the competitions committee, none of them were written. All agreed of the value of contributing articles to the magazine and it was decided that if all cc members contributed two mini articles (even just one paragraph long) then every issue of skysailor would get an article from the competitions committee. A list of possible articles was

1. Different GPS Models
2. FTV (a) What is FTV (b) How does FTV fit into national ladder (c) How do I improve my national ladder position (d) examples of a high scoring round and low scoring round from previous system with and without FTV.
3. Article for organisers about new rules, notams, regulations amendments to scoring. new airspace.(a) encourage RAPAC attendance (Regional Airspace Pilots Advisory Committee) (b) Amendments to scoring (c) Airspace (d) Notams
4. GPS hardware
5. Article explaining benefits of cc. Ideas for such an article include (a) improving the profile of hang gliding and paragliding in the community through the publicity surrounding competitions (b) competition spurs improvements to glider design to give benefits to the general membership of higher performance and better safety (c) competitors improve their skills during competitions and these skills flow back to non-competitors during club social flying (d) every member ends up entering at least one competition within five years of starting flying.
6. Understanding the score system - GAP
7. Understanding the score system - FTV
8. Online competitions
9. GPS Dump + Race + RaceTracker (software for verifying and scoring)
10. Flight verifications,
11. Flight analysis visualisation software
12. Future rules (eg 3d gps)
13. Variometer comparisons
14. Task setting (entry cylinders)
15. Comp flying strategies
16. Terms and Glossary
17. CIVL report

=====
SCORING SYSTEMS
=====

There have been many comps requesting GAP2002 lead out points. However there is no available software to score this as it requires CompeGPS (which is no longer available) and Race. Also we prefer the OzGap2005 arrival time points over the GAP20002 arrival place points from a safety and fairness perspective.

We will try to produce a scoring system which modifies OzGap2005 for this season with GAP2002 leadout coefficients. Otherwise we will be recommending competitions use OzGap2005 with Race2003.

Action 07.32 Geoff Wong: Attempt to get a suitable scoring system ready for this season. Otherwise we will recommend OzGap2005

FTV will be applied to PG (all) and HG (AAA and AA) scores going onto the national ladders. Individual PG (AAA) competitions will be scored without FTV for the competition results. Individual HG competitions may choose to use FTV for their official results

The following table summarises the use of FTV in competition scoring this season

Sanction	PG Comp	PG Ladder	PG TSL	HG Comp	HG Ladder
AAA	NO	YES	NO	optional	YES
AA	NO	YES	NO	optional	YES
A	optional	YES	NO	optional	if scored
B	optional	YES	NO	optional	if scored
C	optional	YES	NO	optional	if scored

Rules for seeding international pilots need to be more specific so there is not variation between comps. Also the rules need to be altered in case 10th place Australian has a particularly low WPRS ranking.

The seeding benchmark is currently described in 3.15.14.1 as "Foreign pilots are given an equivalent ANL ranking to determine their seeding. The lowest ranked Australian pilot present at the competition, from the top 10 on the Australian National Ladder, who also has a WPRS ranking is used as the benchmark. This benchmark ratio of ANL ranking to WPRS ranking is the ratio applied to the WPRS ranking of all foreign pilots (who don't have an ANL ranking) to derive their equivalent ANL ranking. If this equivalent ANL ranking is equal to an Australian pilot's ANL ranking, the foreign pilot is seeded behind the Australian pilot. "

The WPRS rankings are published regularly, so we should specify that the WPRS ranking to use is the first ranking that includes all the AAA and AA Australian competitions from the same Australian ladder. This ensures that no devaluation of Australian scores has occurred on WPRS or on ANL.

When determining the benchmark WPRS equivalent ranking of the pilot ranked 10th on ANL, you use the highest WPRS ranking of all Australian pilots ranked 10th or lower on ANL. This would normally be the pilot ranked 10th in ANL but if he hadn't done many comps contributing to WPRS then a lower pilot may have a better WPRS ranking. It is this better ranking we compare to ANL 10th rank.

It shouldn't matter whether or not ANL 10th placed pilot is actually competing at the competition. Hence we can remove that requirement, so that all competitions get the same seeding formula.

We should also make it clear that we are comparing the ratio of ANL "ranking" to WPRS "ranking". We had some enquiries last year from scorers who thought the ratio was ANL "score" to WPRS "score".

Another issue that can arise is that some Australian pilots would have a higher ranking using the seeding formula as if they were a foreign pilot. These pilots should be allowed to use their higher equivalent ANL ranking so as not to be disadvantaged by being Australian.

Recommended new words

Foreign pilots are given an equivalent ANL ranking to determine their seeding. WPRS rankings are to be used from the earliest WPRS published ladder that includes all the Australian Cat 2 comps in the equivalent ANL. The highest WPRS

ranking of all Australian pilots ranked on the ANL 10th or lower (11th, 12th etc) is the WPRS benchmark. The WPRS benchmark is considered to be equivalent to an ANL ranking of 10. This benchmark ratio of ANL ranking (always 10) to WPRS ranking is the ratio applied to the WPRS ranking of all foreign pilots (who don't have an ANL ranking) to derive their equivalent ANL ranking. If this equivalent ANL ranking is equal to an Australian pilot's ANL ranking, the foreign pilot is seeded behind the Australian pilot. If an Australian pilot would get a higher equivalent ANL ranking using their WPRS ranking then they can use it instead of their actual ANL ranking.

=====
ONLINE COMPETITIONS
=====

We encourage pilots to use the Czech online contest <http://www.xcontest.org/world/en/>. However results will not be scored on the national ladder.

Action 07.33 Rod Merigan to setup an Australian interface on the online contest web site and publicise on PG forums and skysailor.

=====
SUBCLASSES, PILOT GRADES AND PILOT HANDICAPS
=====

Subclasses, pilot grades and handicaps are a useful way of encouraging pilots of all levels to compete. We will review initiatives such as Canungra where they introduced the Best of the Rest category (Those outside the top 20 and never been in the Australian team.). However the cc felt that in HG the most useful encouragement was a handicap system . Unfortunately current scoring software make implementing handicaps very difficult. CIVL have been requested to consider handicaps when developing scoring software.

Action 07.34 Geoff Wong to consider the capabilities of handicaps in his scoring software.

=====
HGFA WEB SITE / CC PROCEDURES FOR PROCESSING SANCTION APPLICATIONS
=====

Online form for sanction applications - need to put all comp committee members

Action 07.35 Michael Zupanc / Tim Cummings to create a new private forum for comps committee members only with polls for voting on outstanding issues.

Michael Zupanc has updated the national ladder for hang gliding.

Action 07.36 Michael Zupanc / Tim Cummings to investigate serverpronto.com as a possible alternative to hgfa web hosting requirements.

Competitions page needs home page updated.

Action 07.37 All competition committee members to review existing competitions page.

Web site will soon be providing online memberships which could be useful for checking if pilots are actually members when they say they are. and allows pilots to join immediately if they are not.

=====
HOW TO ENCOURAGE MEET ORGANISERS
=====

There is the potential for running a conference for organisers. This would involve a workshop during the day, dinner at night. The comp organisers can network and learn off each other. The CC can contribute helpful information to the comp organisers.

CC already produce the COH. Other ideas that were raised at this meeting to encourage organisers.

Swap disciplines. PG comps should use hg officials where possible. HG comps should use pg officials where possible.

Money - organisers need to be paid

Workload - organisers need to delegate where possible. The five most important roles to be delegated are:

Sponsorship (local businesses to ask for vouchers and goods, cash is best sponsorship)

Organisation and catering

Meet Director

Launch Director (could be same as director)

Scoring

We need to develop experience at low level and mid level competitions to feed into high level competitions.

We need to encourage clubs to run comps.

Investigate options in NSW for running PG competitions (eg sw of forbes) which currently has no AAA PG competitions.

NSW Central Coast club (home of Cameron Tunbridge) is looking at running competitions and are showing good levels of enthusiasm.

=====
COMPETITIONS MANUAL UPDATES
=====

Action 07.38 Len : 3.6.4.of cm incorrect paragraph reference.

Motion 07.07 CM 3.14.4 moving goal line back along the course line should mention that the closest part of the goal line should be within 400m of the course line. Moved Len Paton. Seconded Tim Cummings Passed unanimously.

Action 07.39 Len to modify 3.14.4

end of meeting

APPENDIX Geoff Wong's proposed PG Team Selection

** Insert before section 7.6:

7.X "PG Team Selection Ladder"

7.X.1 Purpose

Primary: Select a team that will win the World Championship

Sub-goals:

* Select individuals who have the ability to become individual

world champion.

- * Select pilots who will improve Australian paragliding by sharing their experience and knowledge with other pilots in the country.

7.X.2 Comp Based Team Selection

7.X.2a)

A pilot's team selection score will be the sum of a pilots Australian competition placing scores(#) where the sum of the quality of those competitions is no more than the Total TSL Quality (##).

No more than 6 competitions may be included in a pilot's score.

(##) Total TSL Quality (TTSQL)

$TTSQL = \text{sum}(\text{AAA comp_validity in the 2 years prior to TSL cut off}).$

(###) Annual TSL Quality (ATSQL)

$ATSQL = \text{sum}(\text{AAA comp_validity in the year prior to TSL cut off}).$

A pilots best competitions (or part thereof), with a total quality of no more than ATSQL (###), flown in the previous year shall receive full score, other competitions (or part thereof) shall be devalued by 20%.

(#) A pilots competition placing score shall be calculated by:

$\text{pilots_comp_score/top_oz_pilot_score} * \text{comp_validity} * \text{comp_sanction}$
 $\text{comp_validity} = \text{min}(1, \text{sum}(\text{day_quality_factors})/3.0)$

A pilot may include a percentage of a competition in order to maximise, but not exceed, the sum of the quality of the competitions they have flown.

7.X.2b)

In order to recognise overseas experience, a pilot may include up to two competitions, with a combined quality of no more than 33% of the TTSQL (##), from competitions flown outside of Australia. These competitions must be recognised as FAI Category-1, FAI Category-2 or Paragliding World Cup competitions which were flown with a minimum number of 80 pilots participating in tasks with a comp_validity of at least 2.0. To receive the score an application must be made directly to the Competition Committee for that competition to be recognised for TSL purposes. The results of a competition must be verifiable with the FAI, and the sum of the competition task quality must be available to the Competition Committee. It is the responsibility of the pilot to ensure this information is available in a verifiable fashion.

The pilot's placing score shall be calculated by:

$\text{pilots_comp_score/top_pilot_score} * \text{comp_validity}$
 $* (\text{AAA comp_sanction value})$
 $\text{comp_validity} = \text{min}(1, \text{sum}(\text{day_quality_factors})/3.0)$

Results of Category-1 Paragliding World Championships shall be automatically recognised by the Competition Committee

--- perhaps all Category-1 comps?

7.X.2c)

Other FAI Category-1 or Paragliding World Cup competitions flown inside Australia may also be recognised for TSL purposes at the discretion of the Competition Committee.

In order to foster competition with other regional nations (such as New Zealand) the Competition Committee may recognise other national Category-2 competitions as equivalent to an AAA competition, irrespective of the number of participating pilots, for TSL purposes providing an application is brought to the Competition Committee at least 8 weeks before the competition and Australian pilots are publically informed.

** Modify 9.2.2a)

Paragliding team selection shall be based solely upon the TSL described in section 7.X with the time of calculation as per 9.2.

** Remove 9.2.2b)

** Remove section 9.2.2c)