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HGFA Competitions Committee Meeting Minutes
Rydges Hotel - Camperdown Sydney
23rd - 24th August 2008

Meeting

Saturday 10:15 am - 12:45 pm, 13:45 pm - 18:30 pm.

Sunday at 8:30 am - 12:30 pm, 13:30 pm - 15:07 pm.

Attendees

Tim Cummings - Retiring 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

Tim is retiring from the HGFA Competitions Committee and the position of CIVL Delegate. The cc thanked Tim for his 10 years service on the competitions committee and 2 years as CIVL delegate.

Appointments

Minute secretary - Tim Cummings

Competitions Committee convenor - Len Paton

Competitions Manual editor - Len Paton and Geoff Wong

Competition Organisers Handbook editor - Geoff Wong

CIVL Delegate - Heather Mull (pending Board appointment)

CIVL Delegate Reserve - Hamish Barker (pending Board appointment)

Hang Gliding Ladder editor - Trent Brown

Paragliding Ladder editor - Geoff Wong

Trophies Officer - Cameron Tunbridge

HG Competition Calendar Coordinator - Cameron Tunbridge

PG Competition Calendar Coordinator - Rod Merigan

Records and Badges Coordinator - Rod Merigan

Documents Tabled

CIVL Report - Tim Cummings

Sanction Applications

HG Sanction Application - Canungra Classic 2008

HG Sanction Application - Canungra Sunday Winter Series 2008

HG Sanction Application - Canungra Sunday Summer Series 2008/09

HG Sanction Application - Gulgong 2008

HG Sanction Application - Forbes Flatlands 2009

HG Sanction Application - Bogong 2009

HG Sanction Application - Dalby Big Air 2009

PG Sanction Application - Killarney 2009 Classic AAA

PG Sanction Application - Canungra Cup 2008 AAA

PG Sanction Application - Bright 2009 AAA

PG Sanction Application - Queensland PG Championships B

PG Sanction Application - Canungra Sunday Winter Series 2008

PG Sanction Application - Canungra Sunday Summer Series 2008/09

Abbreviations Used

cc HGFA Competitions Committee

cm HGFA Competitions Manual

coh HGFA Competitions Organisers Handbook
pg Paragliding
hg Hang gliding (Class 1)
wm Weight Shift Microlights
ts team selection
tsl team selection ladder
ftv fixed total validity

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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.

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 07.03 Rod Merigan to advise Michael Zupanc

Action 08.01 Rod Merigan to advise Chris Fogg for inclusion on HGFA website.

There were a number of action items last year relating to updates to Competition Organisers Handbook (coh). These have been moved to the section on Competition Organiser's Handbook below.

There were a number of action items last year relating to updates to Competition's manual (cm). These have been moved to the section on Competition Organiser's Handbook below.

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

Rod investigated but decided as it would cost money to set up, it was potentially better for pilots to enter one of the existing online competitions and then we could filter the results on nationality.

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.

Tim tried several software options but didn't find anything not software development oriented. Geoff recommended looking at Google Calendar or just using the HGFA's php forums.

Action 08.02 Geoff Wong to evaluate Google Calendar

Action 08.03 Geoff Wong HGFA php forums or Google Calendar set up for use by comps committee.

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COMPETITIONS, CALENDAR AND SANCTION APPROVALS
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Action 08.04 Chris Fogg to make the following changes to the sanction application form

- a. Check box for AAA competitions to select if they want to use the names Australian Nationals or Australian Open
- b. Spot to enter entry fee

c. dates for AA and AAA comps two years in advance.

(This action was completed during the meeting)

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 2008
11 Oct - 18 Oct 2008
Linda Hipper (director)
Matt Rosser (organiser and scorer)
Entry fee (\$400 including retrieves)

PG AAA Killarney Paragliding Classic 2008
28 Feb - 7 Mar 2009
Wendy Horchner (director)
Matt Rosser (organiser and scorer)
Entry fee (\$255)

PG AAA Bright 2009 (NATIONALS)
14 Mar - 21 Mar 2008
Heather Mull (director)
Hamish Barker and Benn Kovco (organiser)
Entry fee (\$200)

PG B Queensland PG Championships
Round 1: 6th - 7th September
Round 2: 27th - 28th September
Round 3: 1st - 2nd November
Round 4: 22nd - 23rd November
Round 5 (reserve) 6th - 7th December
Connondale Club
Fly Killarney Inc.
Toowoomba (Wicked Wings Club)
Canungra Hang Gliding Club
Matt Rosser (director and organiser)
Wendy Horchner (organiser)

PG B Vic Serial Series
27, 28, 29, 30 Dec 2008 Mt Broughton
23, 24, 25, 26 Jan 2009 Corryong
No comp wings
Geoff Wong (director)
Geoff Wong & Colin Page (organiser)
Entry fee \$20

PG B Wylie Classic
22 Feb 2009 - 1 Mar 2009
Mark Stocke (director)

PG C184 Mystic Cup
8 Weekends Nov 2008 - Mar 2009
NEVHGC
Peter Broughton and Barney Henry (director)
Entry fee \$5 per round

PG C184 Canungra PG Winter Series
15 Apr 2008 - 23 Sep 2008 (Sundays only)
Matt Rosser (director)

PG C184 Canungra PG Summer Series
24 Sep 2008 - 13 Apr 2009 (Sundays only)
Matt Rosser (director)

PG C184 Canungra PG Winter Series
14 Apr 2009 - 23 Sep 2009 (Sundays only)
Matt Rosser (director)

PG C184 Manilla XC Open
14 Feb - 21 Feb 2008
Godfrey Wennes (director)
Cat 2
Safety committee required
Needs to satisfy all requirements of AA (eg meet director can't fly during competition)
Open to all HGFA members

PG C184 Manilla Weekend Warrior
James Lawson (organiser)
Che Golus (director)

Action 08.05 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%
Wylie Classic	30 km	5 km	90 min	20%
Qld PG Champ	30 km	2 km	90 min	10%
Mystic	30 km	5 km	90 min	20%
Vic Serial	30 km	5 km	90 min	20%
Weekend Warrior	25 km	5 km	90 min	20%
Canungra SWS	20 km	2 km	60 min	10%
Canungra SSS	20 km	2 km	60 min	10%

Scoring system to use GAP2007 with the following parameters: no departure points (as in OzGap2005), lead out points (as in GAP2002), timed arrival points (as in OzGap2005).

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

TS Ladder uses competition based results (no FTV)

HG AAA Forbes Flatlands
3 - 11 Jan 2009 (practice day 2nd Jan)
Vicki Cain (director)
Wes Hill (technical delegate)
entry fee \$200 + optional tow fee \$350

HG AAA Bogong Cup 2009 (NATIONALS)

- 14 - 22 Jan 2008 (practice day 13rd Jan)
Carol Binder (organiser)
Heather Mull (director)
Entry fee \$220
- HG AA Canungra Classic 2008
25 Oct - 1 Nov 2008
Dave Staver (organiser)
Ken Hill (director)
Entry fee \$220 (includes \$40 site fees)
- HG AA Gulgong Classic 2008
23 - 29 Nov 2008
William Olive (organiser / director)
Entry fee \$135 + optional tow fee \$265
- HG AA Dalby Big Air 2009
8 Mar - 14 Mar 2009
Nick Purcell
Entry fee \$150
- HG B NSW State Titles (Manilla) 2009
31 Jan - 7 Feb 2009
Monica Barrett (Organiser)
- HG B Corryong Cup 2009
4 Jan - 10 Jan 2009
Wendy Herman (Organiser)
Matt Clark (Director)
- PG B Wylie Classic
22 Feb 2009 - 1 Mar 2009
Mark Stocke (director)
- HG C184 Canungra HG Sunday Winter Series 2008
May - Dec 2008 (Sundays only - 10 rounds)
- HG C184 Canungra HG Sunday Summer Series 2008/09
Nov 2008 - Jun 2009 (Sundays only - 10 rounds) (when CSWS finished)
- HG C184 Canungra HG Sunday Winter Series 2009
Mar - Oct 2009 (Sundays only - 10 rounds) (when CSSS finished)
- HG B Deniquilin 2008/09
Hugh Alexander
- HG B Flatter than the flatlands
Easter (4 days)
Wes Hill

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	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%

Recommended Scoring system to use GAP2007 with the following parameters: no departure points (as in OzGap2005), lead out points (as in GAP2002), timed arrival points (as in OzGap2005).

HG Ladder uses competition based results (no FTV)

Last year Forbes used a system of mandatory start gates for the top 20 pilots in the field.

Problems with last year's mandatory start gates include

(a) Too severe a penalty if tug problems prevented a pilot in top 20 getting to start in time, especially pilots ranked 10 - 20 who had low priority in launch line. Evidence showed some pilots were over an hour late for the mandatory start gate so they were effectively getting an hour added to their elapsed time.

(b) Too severe a step between the treatment of pilot ranked 20 and pilot ranked 21, especially on first day where the ranking was only a seeding. Pilot ranked 21 could take a later start gate

(c) With only one other start gate after the mandatory start gate, if the towing, which was supplied by the competition organisers, had problems, the lower ranked pilots would be very late for the last start gate.

There were some good features of the Forbes implementation of the mandatory start gates. Pilots in the top 20 who left before the mandatory start gate had their elapsed time penalised by 10 times the time interval by which they jumped the start, and their departure time pushed back to the start gate time. Their arrival time is then recalculated from the new departure time and elapsed time. This "soft step" penalty is much more tolerant of simple mistakes (eg jumping the start by one second!) than the zero score policy implemented in some competitions, while being severe enough that no pilot would want to incur the penalty. It will be difficult to adjust for Lead out points (ala GAP2002).

Pilots outside the top 20 were able to take an earlier start gate, and if those pilots jumped the earlier start their departure time was pushed back to the earlier start and their elapsed time kept the same.

To solve these problems with the mandatory start gates, which will in turn reduce the stress levels in the tow paddock, the following changes must be implemented to receive sanction approval.

Currently the penalty for reaching a start gate late is the time by which the pilot is late is added to their elapsed time (which is done simply by using the start gate time as their start time). It is proposed that this penalty be capped at (30 - current rank) minutes for the top 20 pilots. (Pilot 1 has a 29 minute cap, pilot 20 has a 10 minute cap). Outside the top 20, pilots do not have a cap, but do have later start gates. This cap is to be applied by altering the start time of the pilot and leaving the arrival time as the actual pilot's arrival time.

There should be enough start gates such that the last start gate should be at least (number of pilots x 90 seconds) after the mandatory start gate. The start gate earlier than the mandatory start gate is a good idea and should be retained.

Action 08.06 Chris Fogg to advise Forbes on the restrictions on their implementation of mandatory start gates and advise comp directors that need to notify HGFA when accidents and incidents happen.

Action 08.07 Chris Fogg to advise all competitions of sanction approvals and required GAP Parameters. Chris to advise Cat 2 comp directors that FAI needs to be notified of all incidents and accidents occurring at Cat 2 competitions. As the HGFA needs to be notified of ALL incidents and accidents from ALL competitions anyway, the HGFA will forward these incident and accident reports to FAI for those that occur at Cat 2 competitions. The cc recommends all scorers use FlightSys this year. Scorers are welcome to use other scoring software but if they do, they should discuss issues regarding national ladder calculation with the cc.

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PROTESTS AT PAST SEASON'S COMPETITIONS
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Forbes - protest to retain scoring was asking for a proposed retrospective change in rules to be reinstated to make scoring fairer. Rejected.

Canungra Cup - protest about launch director closing and leaving launch before close of window. Upheld and day cancelled.

Killarney - protest that a pilot who flew a straight line task to goal was given distance points even though he had no track log. Upheld and pilot got zero score for day.

The result of the Killarney protest is contrary to the intent of the requirements of GPS track logs in the Australian Competitions Manual (2006). The intent is that a GPS track log satisfying the criteria must be produced only if it is to be used to verify parts of the flight. These parts are

- (a) start time
- (b) successful turnpoints
- (c) landing position (or best flying position)
- (d) finish time at goal
- (e) did not exceed any height limits on the day if it was physically possible to exceed them

However section 7a and 7b 16.4.4 states that a pilot gets zero with no track log, or when witnessed by a launch official at start then minimum distance points are given. There is no provision for a witness at goal. It was decided that the protest committee decision was the correct one and that the Australian Competitions Manual intent will change to match that of Section 7. However, if that change is made, then we need to clarify the role of competition officials in witnessing landings.

Motion 08.01 A competition official can witness a pilot landing. For the purpose of verification rules, this landing position can be considered as a single track log point with no time which may be added to any existing track log provided by the pilot. Moved D Tim Cummings Seconded Geoff Wong Passed unanimously.

Action 08.08 Len to add to cm

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SOARING AUSTRALIA
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As in previous years, 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. 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.
2. 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
 3. 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. - Cameron Tunbridge
 4. Understanding the score system - GAP
 5. Online competitions
 6. GPS Dump + Race + RaceTracker (software for verifying and scoring)
 7. Flight verifications,
 8. Flight analysis visualisation software
 9. Future rules (eg 3d gps)
 10. Variometer comparisons
 11. Task setting (entry cylinders) - Len Paton
 12. Comp flying strategies - Len Paton
 13. Terms and Glossary
 14. CIVL report
 15. History of Comps Committee (Started with Mollo in Buangor hotel) - Cameron Tunbridge
 16. Weather analysis
 17. Ladder

Action 08.09 Len, Cameron, Rod, Geoff to contribute an article or part of an article.

Action 08.10 Chris Fogg to remind cc members of Soaring Australia article possibilities.

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NATIONAL TEAM SELECTION

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Several letters were received during year complaining about HGFA not funding teams more. However, considering the budget available to the HGFA, the cc was happy with the level of funding currently being provided (entry fees to FAI World Championships to a maximum of \$1000 per pilot).

Upcoming world championships requiring team selection

PG Mexico World Championships 23 Jan - 7 Feb 2009

PG Team Selection Ladder will be published immediately after Canungra Cup.

Action 08.11 Geoff to send out reminder to all pilots wishing to include an overseas competition.

PG Team Selection Committee
 one member from cc - Geoff Wong
 number one on ladder -
 appointed by the board (usually team coach) - recommend Craig Collings

Action 08.12 HGFA to send out letters and contracts to top 20 after Canungra 23 Oct.

HG Laragne-Riviers World Championships 20 Jun - 04 Jul 2009

HG Ladder will be published immediately after Dalby Big Air (by 20 Mar 2009)

Action 08.13 Cameron to send out reminder to all pilots wishing to include an overseas competition.

HG Team Selection Committee
one member from cc - Len Paton
number one on ladder -
appointed by the board (usually team coach) - recommend Jon Durand snr

Action 08.14 Chris Fogg - HGFA to send out letters and contracts to top 20 by 20 Mar 2009.

Action 08.15 Chris Fogg - Send team coach nominations to board

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WEIGHT SHIFT MICROLIGHT COMPETITIONS
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Cameron Tunbridge investigated the possibility of running competitions in weight shift microlights

TRIKES

Pete Wilson and Neva Bull are interested in running competitions. Also interest in records and badges.

POWERED PARAGLIDING

Powered Paragliding are the most active group (Powered Paragliding Club) and want to put forward a team for the next PPG world championships. PPG has separated from microlights and want to be called picolights. They will need to run some competitions in Australia to initiate a team selection process.

POWERED HANG GLIDING

Not much interest in competitions

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PARAGLIDING COMPETITIONS
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Paragliding competition attendances were good

Since Manilla PG Worlds the PG Team has formed a PG Team Squad. Individuals (eg Brian Webb) have done subsquad training open to any members. The PG Team Squad had a team training camp in Europe this year. The outcomes are that
(a) all competition pilots are getting more access to competition skills knowledge.
(b) the team has been getting more experience training together
(c) improved inspiration for joining team participation
This has been the highest return to membership from the national supported team.

There has been a request to reduce the minimum length of a AAA PG competition to 7 days. Reducing AAA PG comps will make it easier to do back to back

competitions. Overseas PG comps are generally shorter so this will bring Australian comps closer to the international format.

Motion 08.02 Reduce the PG AAA requirement for competition duration to minimum 7 days. The minimum validity for full validity on the PG Team Selection ladder will remain at 3.0. The HG AAA requirement for competition duration will remain at 8 days minimum. Moved: Geoff Wong, Seconded: Rod Merigan. Passed unanimously.

Action 08.16 Len to update cm

Pilot support for worlds / pwc (new pwc format)?

Geoff Wong described the PWC competition circuit and how it is becoming the premier event over Cat 1 PG competitions. With the recent changes to the formula CIVL is now effectively rewarding PWC higher than its own Cat 1 competitions on WPRS. The question is do we replace PG team support for Cat 1 competitions with PG individual support at PWC?

Action 08.17 Geoff Wong and Rod Merigan to put this to the wider PG community for discussion leading to a decision at the next competitions committee meeting.

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HANG GLIDING COMPETITIONS
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Hang gliding competition attendances were good.

The recent poor performance of the Australian team at Texas Worlds, compared to Hay Worlds was discussed. The cc did not believe this reflected a drop in Australia's level of competitiveness.

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ALL COMPETITIONS
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CASA has a requirement that surveillance of competitions is maintained by the HGFA. The cc had no recommendations for any competitions in particular that needed surveillance. However the cc recommends that HGFA has an official presence particularly at the National's competitions.

Action 08.18 Chris Fogg to send this to board

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CIVL DELEGATE REPORT
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Published in Soaring Australia April 2008 (and appendix here). One of the requested agenda items not raised at plenary was the issue of pilots changing nationality. However, this is an FAI issue, not a CIVL issue (see General Section 8.1.3.6.1 Pilots nationality can't change for three years prior.)

FAI are creating a database of all those holding FAI sporting licences. HGFA want to send a list of pilots with FAI sporting licences. However, privacy issues prevent this being done automatically.

Action 08.19 Chris Fogg to put an item on the renewal form asking pilots if they want to be part of the database.

Replacements for Tim as CIVL Delegate were considered.

Motion 08.03 Nominate Heather Mull as CIVL Delegate and Hamish Barker as CIVL Reserve Delegate. Moved Geoff Wong, Seconded Tim Cummings Passed Unanimous

Action 08.20 Chris to pass nomination to the board and inform CIVL of the result.

Cameron Tunbridge advised that Hadewych van Kempen, current secretary of Dutch Hang Gliding Federation and member of the Dutch Competitions Committee is moving to Australia could be available for paid work relating Competitions Committee administration duties.

HG including Australian pilots using comps from overseas is a big change in philosophy. Cons: HG could go overseas and get better results in an easier cat 2 comp. Difficult to calculate. Pros: Australia did better when more pilots flew overseas. Could have a rules Minimum number of pilots 60, total validity of comp at least four or value gets degraded. Pilot has to provide results to comp committee. Comps in 1Jul - 30 Jun. Last comp scheduled flying finishing three calendar months prior to start of comp.

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NATIONAL LADDER AND AWARDS
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The PG ladders have been produced after each round during the year.

The HG ladders have been delayed by some competitions using See You for scoring which is incompatible with the Australian National Ladder. Trent Brown is now producing the ladders. We believe he has done the ladder, but it is currently not published anywhere.

Action 08.21 Cameron to ensure Australian National Ladder for HG gets published as soon as possible on the HGFA web site.

FTV to be dropped in HG National ladder because Laragne World Championships is using team member competition based scoring rather than round based scoring.

Action 08.22 Len to update cm.

International comps on Australian ladder

Currently PG team selection ladder allows 33% of the results to come from overseas competitions. The HG ladder has not allowed overseas competitions to be used.

Motion 08.04 Australia allow one international CIVL Cat 1 or 2 competition each year which can be worth at maximum AA points (360 points before any time devaluation) on the Australian HG ladder. Australian ladder validity rules will apply (total validity of 4.0 based on their GAP parameters). There must be at least 60 pilots entered in the competition for the competition result to be entered on the Australian HG ladder. Moved Len Paton Seconded Tim Cummings Passed unanimous.

Only competitions starting after 24 Aug 2008 can be included. Pilots will need to notify the ladder coordinator of any competitions they wish to include.

Action 08.23 Len to update cm.

Enda has last two years trophies ready for distribution starting at Canungra Classic.

Action 08.24 Chris to organise HGFA to pay invoice.

Action 08.25 Cameron to produce a procedure list to anyone needing to do trophies in future, similar to the following:

1. Finalise ladders
2. List of categories requiring trophies
3. Get quote from trophy shop.
4. Quote gets approved by gm
5. Trophy shop produces trophies (which trophy shop?)
6. Invoice gets paid by HGFA
7. Trophies get delivered to major competitions for presentation to respective pilots.

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PARAGLIDING SUBCLASSES
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DHV has renamed to LTF.
EN has been introduced (European Norm)

Sub classes Fun Sport Serial and Open
Fun = LTF1/2 and EN B
Sport = LTF2 and EN C
Serial = LTF2/3 and EN D
Open = anything else

If the glider is certified in both LTF and EN then the glider will be treated to be in the higher of the two. (eg Avax XC2 is EN C and LTF2/3 and hence will be considered Serial)

This will be replacing the old system of subclasses DHV1/2, DHV2, DHV2/3
A national award and trophy will now be made in each of these subclasses
There will be a ladder produced for each of these subclasses

Motion 08.05 To replace existing PG subclasses with these new subclasses.
Moved: Geoff Wong, Seconded: Rod Merigan, Passed unanimously.

Action 08.26 Len to update cm.

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SAFETY
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There were many mid air collisions at the Manilla PG Worlds. Contributing factors were gaggle flying which is a direct result of:

Race start - rather than elapsed time with several start gates
Light and low conditions

PG competitions have been ending speed section 1 km before goal. Pilots who don't make the goal get no speed points. This reduces the likelihood of a low altitude stall.

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AIRSPACE
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Rod is negotiating with Office of Airspace Regulation in CASA to initiate restricted zones during periods of competition. We would then need an exemption to operate within restricted airspace and an instrument to exceed the ceiling height, required if going above 10000'. We then need a change to the ops manual to allow flying above 10000' in competitions which will occur during the CASR103 implementation process.

CIVL Section 7a and 7b outline the rules for continuous track logs. 3D Track logs are now compulsory for everyone in Cat 2 competitions where breach of height limits is possible. HGFA cc needs to define the procedures for how to deal with track log breaks. Slightly different to Section 7 rules, the HGFA rules will allow for vertical and horizontal gps errors of 100m.

If a track log break is longer than one minute then these additional formula need to be applied. If the track log break is less than or equal to one minute then only the track log points need to be checked for exceeding height limits.

To determine whether a vertical height limit could have been broken

$$H = (h1 + h2 + 5 * T)/2$$

H = maximum achievable height during the track log break

T = Time between track log point in seconds

Start height = h1

Finish height = h2

5m/s climb and sink PG and HG

To determine whether a horizontal height limit could have been broken

The formula to calculate the minimum distance from the track log point immediately before the break, to the height space boundary, and back to the track log point immediately after the track log break is quite complicated. However the scorer can determine this closest distance sufficiently accurately visually from an airspace chart. The scorer then uses the formula

$$\text{Possible distance} = T * 20$$

If Possible distance is greater than closest distance

Closest distance is the minimum distance from one track log point to the airspace boundary and back to the next track log point measured by the scorer.

T = Time between track log point in seconds

Speed = 20 m/s

Motion 08.06 These rules to be applied in Australian competitions this year.

Moved: Len Paton Seconded: Cameron Tunbridge Passed unanimously

Action 08.27 Len to update cm

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SCORING SOFTWARE
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FlightSys (fs)

Pros: CIVL recommended, free, supports OzGap2005 and GAP2002 lead out points

Cons: can be slow for bug fixes, doesn't overlay maps, not compatible with Geoff's ladder, doesn't support FTV

Airscore (Geoff Wong) -

Pros: overlays on google maps, links directly into Australian ladder, supports OzGap2005 and GAP2002 lead out points and FTV, runs on any platform

Cons: requires internet connection, not compatible with wprs

Race 6.2 + GPSDump + Racetracker

Pros: compatible with Geoff's ladder and WPRS. Race 6.2 is a final bug fix version. Supports OzGap2005, free, Racetracker runs on any java platform

Cons: support discontinued by CIVL. can only score GAP2002 lead out points in

conjunction with CompeGPS, doesn't overlay maps

CompeGPS (+ Race 6.2)

Pros: overlays track on maps, supports OzGap2005, GAP2002 lead out points, FTV
Cons: support discontinued (2 years ago), commercial software

See You with Davis Straub script

Pros: displays track over maps, supports OzGap2005
Cons: commercial software, incompatible with Geoff's ladder, can't score GAP2002 lead out points, doesn't support FTV

Action 08.28 Geoff Wong to update National Ladder software to be compatible with FlightSys

The cc recommends all scorers use FlightSys this year. Scorers are welcome to use other scoring software but if they do, they should discuss issues regarding national ladder calculation with the cc.

Last year Geoff considered the capabilities of handicaps in his scoring software aircore. He believes it should not be too hard to add a factor against each pilot which would multiply their distance by, and if they then make goal multiply their speed. If software exists that can apply handicaps, it would be easier for scorers to test handicapping and determine its merits.

Action 08.29 Geoff to implement handicap scoring in aircore

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SCORING
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We discussed the rules regarding leaving before a Race start or mandatory start gate. (See sanction approvals above for details of Forbes mandatory start gate rules). Mandatory start gates in Section 7a has been modified to the soft step philosophy for pilots accidentally starting early. It already has 10 x penalty up to a maximum of 5 minutes starting before the mandatory start gate. Currently the PG have been scoring zero for the day if the pilot jumps the start by one second or more. HG has had rules where start and finish times are moved back to the mandatory start gate time and keep the same elapsed time or in some cases suffer a 10 x penalty where in top 20.

Action 08.30 Geoff to provide rules for jumping or late for race start probably with 2 x penalty for jumping start.

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RECORDS AND BADGES
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Action 08.31 Appoint Rod Merigan for record and badge verification. Track logs to be put on web site to be downloaded by members. HGFA has stock of badges which can be issued to successful badge attempts.

Action 08.32 Tim to send results of record attempt by Ivan Anissimov and Che Golus verification again to Rod Merigan. [done]

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COMPETITION ORGANISER'S HANDBOOK UPDATES
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Last year several updates were proposed for the competition organiser's handbook.

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 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."

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

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.

The formatting of the document made it very difficult to make updates.

Action 08.33 Chris Fogg to organise hgfa to rewrite coh to enable future updates.

Action 08.34 Geoff Wong to implement the above changes in coh.

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COMPETITIONS MANUAL UPDATES
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Publication of the Competitions Manual has not been finalised in the last two years. This year Len Paton has committed to produce all the updates by 5th Sep 2008 or he will pass it over to Geoff Wong to complete before the first competition of the season.

Action 08.35 Len Paton to email comps manual by 5th September 2008 with all the following updates.

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 07.19 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.

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

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 (International pilots IPPI Advanced = Pro 5, Intermediate = Pro 4, Novice = IPPI 3)

Action 08.36 Len update cm: If a competition requires two team selections (eg entered team and smaller scoring team) then the same team selection criteria will be applied to select each of the teams.

Action 08.37 Len update cm: Comp Manual 13.14.1, 13.14.3 - Remove references to manned turnpoints

Action 08.38 Len update cm: Stopped task rules conflicts between comps manual and section 7a and 7b. Comps manual 3.12 should specify one. The cc concluded that you can only stop a task where the task is a race start type. There must also be a minimum of one hour from the start of the race or one person making goal.

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APPENDIX
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CIVL Australian Delegate Report
Plenary Meeting: Manzanillo Mexico: 7 - 10 Feb 2008
D Tim Cummings

CIVL is the air sports commission of FAI which deals with paragliding and hang gliding. Proposals need to be voted on at the CIVL Plenary meeting which is held once a year. The CIVL plenary is made up one delegate from each member country of the FAI. The CIVL bureau is a board of officials elected by the plenary and usually from the plenary, to rule on hang gliding and paragliding matters throughout the year. As the Australian delegate, I was present at the last plenary meeting in Mexico. Here is my report of the highlights. Minutes with more details will be available on the web at http://www.fai.org/hang_gliding/meetings/plenary/2008

Paragliding

The PG subcommittee meeting modified and approved the local regulations for the upcoming European PG Championships in Sicevo Serbia. An interesting outcome of the this championships was the plenary approved awarding the host nation, top ranking status when it comes to determining team size of the host nation.

The pre-worlds at Valle de Bravo was the first competition to use the new PG team rule that the team members must be nominated at the start of the competition. This highlighted the problems should a team member be injured during the competition. It was proposed to allow teams to substitute a reserve should one of the nominated team pilots be unable to fly due to sickness or injury. Once a team pilot has been substituted, they are unable to fly for the rest of the competition. The reserve must be one of the entered pilots as there would be too many rule changes for this late addition to the agenda to allow the substitute from a non-entered pilot.

The Australian women PG pilots proposed holding the women's PG world championships as a separate event and at a different time to the open world championships. There were several countries receptive to this idea and all the delegates were asked to survey the women PG pilots from their countries and determine the interest level. I would recommend that Australian women PG pilots contact either the international delegates or international women PG pilots to ensure this review gets done.

The plenary and bureau were very closed minded over the problem with the ambiguous "dates" question on the Cat 2 sanction application form. After the proposal and ensuing arguments, the plenary agreed to modify the form, but ironically still ratified the bureau decision to rescore the Canungra Cup which the bureau claimed had not filled out the Cat 2 sanction application form properly. There was a strong message from the plenary and bureau that they did not like the dual Cat 2 competition format introduced by Canungra Cup and rules have been added to Section 7 to prevent it happening again.

All reports of the PG World Championships at Manilla NSW were very positive except for the incident of the media gyrocopter flying too close to competitors. The air marshals were considered to be a successful innovation and their use in future Cat 1 competitions recommended.

Hang Gliding

The HG subcommittee spent significant time discussing sprog angles on gliders. It was agreed that organisers could measure sprog angles at a Cat 1 competition and a graph of the results would be published at the competition. Each pilot would be told their sprog angle so they could see how they compare to other pilots. My understanding was that there would not be penalties at this stage for sprog angles outside the recommended tolerance.

The rules for prototype/certified gliders also was changed. The pilot must sign to say they have either a certified glider, with possibly only replacement uprights and base bar from the original manufacturer, or a prototype glider. If a manufacturer refuses to provide a prototype certificate, the pilot's National Aero Club (NAC) can authorise the use of the hang glider.

Scoring

Scoring issues are producing much interest. Race 6.2 was released. This is a bug fix release from Race 2003 and was previously called Race 2007 beta. The version number is no longer the year of release because users were confusing the Race version number with the GAP or OzGap version number. Race 6.2 includes OzGap2005 so no extra install is required.

The new FlightSys software (FS) has been released for use and is now the recommended software although its use will not be mandated. It is available for download for free from <http://fs.fai.org>. At this web site is a wiki with documentation for use of FS and scorers are encouraged to update the wiki themselves if they have any further hints on use of the software. FS includes OzGap2005.

A proposal was put forward and agreed to calculate task distances to the edge of turnpoint cylinders rather than the centre. Actually I was not aware that the rest of the world was not doing this as Australia has been doing this for the last five years.

Australia proposed that GAP time validity be based on the speed of the second fastest pilot rather than the fastest pilot to remove an anomaly where the fastest pilot could increase his score by slowing down. This was accepted as a an option to be added to FS.

Switzerland put forward a proposal to devalue elapsed time speed runs and so winning a race to goal would be the only way for a pilot to get 1000 points in a competition. There was no support for this from any other delegates.

The formula for the WPRS calculation was tweaked. An anomaly in the pilot quality for larger competitions was identified where adding low quality pilots to a competition would reduce the WPRS competition quality despite the competition getting harder to win. This was solved by now basing the the Pq pilot quality only on the top 2/3 of pilots in the competition rather than all the pilots. This is not a perfect solution but appeared to give good results in testing. The Pn factor was changed from a linear relationship to a square root relationship so that small competitions are not penalised too much. The Pp pilot points is now to be based on a combination of pilot score and pilot position rather than just pilot score alone. This reduces the effects of different scoring systems or presence of top pilots on WPRS results of the lower placed pilots.

The PG community are adamant to not change the Ta factor. However, the HG community during the scoring subcommittee meeting was happy to change the Ta factor back to the 2007 original proposal 2 = 0.6, 3 = 0.9, 4 = 0.95, 5 = 0.98, 6 = 0.99, 7 = 1.0. In the final change that was agreed by the plenary, The Ta for HG for 2 tasks was increased back to 0.8.

As an alternative Australia proposed that the Ta factor was based on day validities rather than just number of tasks. However, the logistics of calculating validity for competitions which do not use GAP, or GAP competitions with different parameters meant that although the proposal had support from the scoring subcommittee, it will be deferred until feasible to be implemented.

Records

Australia proposed that the open distance record be based on furthest track log points rather than landing position and this was agreed.

France proposed that free distance records be recognised as a new category. These are records with turnpoints (eg triangles, out and return) declared after the flight rather than before the flight and this was agreed.