

CIVL PLENARY 2010 – LAUSANNE – ANNEX 15
NETHERLANDS PROPOSALS

1. Proposal to backdate to 1 January 2009, the implementation of the Sporting Code proposal of a minimum of 6 pilots to make a Cat 2 HG Sport Class Competition valid (if it is passed).

Since the Sport Class is officially recognized by CIVL there have been a number of Sport Class competitions. Most of them were within a normal Cat 2 event, some were separately organized. In the season 2009 there were already 3 or 4 FAI sanctioned Sport Class competitions not being scored because of not enough participants. Although the competitions were a success in regard to the enthusiasm of the pilots, they were rather disappointing because the pilots were not rewarded with WPRS points. These points should be awarded retrospectively.

2. Proposal to disallow prototypes entering FAI Category 1 hang gliding XC events:

Prototypes have been allowed to enter Category 1 events for many years now. It gave manufacturers the opportunity to test new concepts, or small changes made to their custom built gliders. Unfortunately, the other participants, the meet organization and even the CIVL steward often didn't know what these changes were, and how they might affect safety.

The number of prototypes have increased since pilots have had to sign waivers about the airworthiness of their gliders. It became a manner of getting away with any changes made. Since sprogs are being measured it's the way to set them however you like. Manufacturers are not happy with this development. It makes them more vulnerable to liability issues.

With regard to the issue of fairness: It is unfair that a small number of pilots are allowed to fly with whatever they like when the others have to sign a waiver stating nothing has been altered that would bring the glider out of certification.

Development of new gliders can still be done in any Cat 2 competition. There are many of these competitions attended by a lot of good pilots, so citing a halt in glider development is not relevant.

Therefore The Netherlands proposes to allow no prototypes anymore in a Category 1 XC event.

Proposal to change section 7 chapter 12.1.2.3(with regard to more specific wording on what constitutes a prototype).

Old:

12.1.2.3 Prototype gliders are only allowed with the manufacturer's statement that the pilot is approved to fly this glider. Furthermore, a statement from the manufacturer must be produced confirming that the glider is airworthy and specifying the sprog settings at which this confirmation is valid.

New:

12.1.2.3 Prototype gliders are not allowed in Category 1 cross country events

3. Discussion Proposal to introduce an additional pilot requirement for entering a Category 1 event. A minimum number of WPRS points in the 6 months before the event.

This needs some explanation:

Introduction

Media attention

Hanggliding has a problem getting media attention. Steps have been made, but it is still difficult for instance for a national team to get media attention when they are going to a world meet. Becoming national champion only attracts local newspapers.

How do other sports do it? Looking at other sports, for instance hockey, they get many attention just for entering a competition where they get points to get selected for the Worlds or Olympics. They play many competitions just for entering these big events. With every selection comp they are in the news. In fact the selection process gives more media attention, spread over a longer period than the big event itself. Same happens in Football. The selection process to be able to go to the worlds gets a lot of attention. Every game has news value.

In Hanggliding we have, apart from the 2/3 rules no selection criteria for entering a cat 1 event. This 2/3 criteria runs over 3 years. Difficult to generate a news item about. We have a lot of Cat 2 events, but only very few Cat 1.

Sports that get much media attention usually have many competitions and competitions that select for the big competition (Worlds/Olympics)

Sponsoring

In many countries apart from Holland, sport is sponsored by governmental organizations. Usually one of the criteria to give money is the importance of the sport World wide. How many countries are involved? How many countries go to a World or Continental meet? We have to count the number of countries that entered the worlds. This year: 32 The minimum for our government to recognize hanggliding as a serious sport is 45.

In other sports, that have a selecting process our government counts every country that joins one of their selecting competitions. Think of the Olympic games. Only a few countries are allowed to send sportsmen. Still they count all the countries that try to send sportsmen for a particular sport to the Olympics.

If in Hanggliding we would have any kind of selecting process we could reach a much higher amount of countries that are competing for the Worlds.

WPRS

In Hanggliding we have a good functional rating system. In the past years it is developed and improved. Apart from generating the ranking we don't use it, it has no other function.

Proposal

Therefore, to have a discussion on this issue, we propose to add a rule in section 7, Chapter 3.4.2. Additional requirements for entering a Category 1 competition

“And a male pilot has to have a minimum of 20 (open for discussion) points in the WPRS in one of the six months prior to the Category 1 event.”

So, only pilots that have 20 or more points in the WPRS in the months (6) before the Worlds or other Category 1 events can join the competition. If they have not enough point they will have to earn them in any Cat 2 event. They have time to do that until the last update of the WPRS before the registration for the Cat 1 event stops. The majority of pilots don't have to bother at all. They have so much points they don't need to compete extra to stay above this 20

points level. It will affect only beginning pilots, they will have to join more comps, or fly better.

Required effect

The required effect of this rule will be that from now on every Cat 2 competition will become a selecting competition for the next Cat 1 event. It gives more media status to competitions. It produces more news items: “Hangglider pilot A earned 8 points in last weeks competition B. To enter the Worlds next year he still needs at least 12 more points. Etc...”

The second effect will be that when counting number of countries involved in the worlds we can count every nation that has joint any cat 2 event. Now that are 46 countries, a lot more than the 32 which were present in Laragne. For sport sponsoring organizations this is an important improvement.

Who are we excluding?

What we don't want is to exclude enthusiastic pilots or beginning countries. That's why we keep the limit low. If we set the limit at 20 points we won't exclude many pilots or countries. 20 points are not hard to get. If you are good you need a few competitions, if you are not so good you will need more. But it is in reach for every pilot. I did have a look at the pilots that ended up in place 100 – 120 in Laragne. Only a few didn't have the 20 points before Laragne started. Looking closer at these pilots there seemed to be something wrong with most of them. Many did fly only two or three days, one did show up with an non airworthy glider.

Safety

The 2/3 rule is about safety. We want pilots in a Cat 1 event with experience in bigger meets. We didn't have a good WPRS system when we installed the 2/3 rule. Now we have a good WPRS system. This proposed rule will have a similar effect. It will stimulate a pilot to go to a bigger meet, or join more meets. He will gain more point there. It could become a wanted side effect of this proposal: more experienced pilots go to Cat 1 events giving hopefully less accidents.

Why points and not position?

Why not use a WPRS position? “You must be in the top 500 pilots”

20 points equals WPRS position 500. The need for 20 points sounds neutral. The need to be among the top 500 to be allowed to go to the Worlds sounds not very challenging. That's the reason we think the need for earning 20 points sounds better than the need to be among the top 500.