



*Minutes of the Comps Panel meeting,
Sunday 28th August 2005*

British Hang Gliding & Paragliding Association.
Competitions Panel Meeting, Sunday, 28th August 2005.

Minutes of Comps Panel meeting held on Sunday 28th August 2005..

Present:

Neil Roberts, (Chairman),
Calvo,
Steve Purdie,
Brad Nicholas,
Roger Braney,
Gary Jackson,
Steve Ham,
John Stevenson,
Adrian Thomas,
Mike Aston.
& Richard Westgate (XC League)

& later, Phil Mackereth,

Apologies received from:

Ulric Jessop, in France
Mark Graham, in Tolmin.

Minutes of the Comps Panel meeting held at the Boar's Head in Bishops Castle at 16:00 on Sunday 28th August 2005.

1. XC League.

As **Richard** was here primarily for the discussion about XC flights, it was decided to start the meeting with this subject.

The discussion was about how to score a flight made during a competition when the pilot failed to make goal as in the recent BPC at the Long Mynd.

Calvo Score the flight using the 3 turn-points as per a failed triangle.

The software presently will not allow this, but **John Stevenson** will sort the software out for next year.

Mike Aston will edit all flights from the recent BPC comps. when he has time.

Adrian Thomas. Asked if a bonus for a closed circuit flight could be scored as a flat triangle and score $2\frac{1}{2}$ x flight distance. At the moment such a flight would score $1\frac{1}{2}$ x distance (round all turn-points).

All seemed in agreement. Richard can sort out.

In future we should aim to set tasks in Competitions with a possible British triangle distance record in mind. Start cylinder 400m then use a turn-point close to the start and goal.

If FAI triangle = $3\frac{3}{4}$ x distance. Good for comps.

Mike Aston asked about 400m turn-point cylinders, declared or non-declared cylinders.

The wording in the Rules section of the XC League and the software need up-dating.

The current British record around a 25Km triangle is only about 27.4Km due to 400m cylinder turn-points.

2. Airspace.

Richard advised the Comps Panel that there had been a number of flights this year that had infringed Airspace, including ATZ (Aerodrome Traffic Zone) and free fall parachute areas. Some flights submitted had been withdrawn / refused after checking due to pilots infringing airspace.

Richard (& **Adrian**) will write an article for Skywings to remind pilots not to fly in regulated airspace and avoid free fall parachute sites as although legal to do so, it could result in a prosecution due to endangering other air users.

Self-policing, **Richard** is happy to continue to check pilots track-logs with the help of **Mike** and is pleased that more pilots are self-regulating those flights they submit, as well as looking at others as well!

Richard would like to use tolerances of 300ft vertically and 300m horizontally to allow for accidental airspace infringements due to in-accuracies in airspace charts and the like.

Adrian would prefer no tolerance.

Calvo – don't advertise any tolerance as pilots will then fly to these. Even Airspace charts don't always agree with each other.

Mike had heard of a number of complaints about a certain flight that seemed to infringe airspace and yet had been accepted into the XC League.

Neil was concerned that the Competitions Panel and the XC League should not be seen to allow infringement of airspace.

Steve Purdie – As per the CAA. i.e. no tolerance.

Richard – The CAA are ok with us, BHPA / Comps Panel / XC League to police ourselves. **Richard** is talking to Tom Hardie (BHPA Officer) about this.

Mike Aston – explain inaccuracies to pilots so that everyone is aware.

Adrian asked `What is the law?`

Richard – a pilot flying XC in the UK must fly with an airspace chart.

Calvo - A flight downloaded to the XC website may appear to infringe airspace but after checking it could be ok due to variances in maps / charts. All flights are now checked.

Richard GPS Dump (software that allows pilots to download their flight track logs) does not download pressure data. **Mike** and **Richard** are talking to GPS Dump software engineer to see if this can be incorporated into a newer version.

COMPS GPS, via Mark Graham want to interface with our competitions. However, this software allows pilots to edit track points and using a flight simulator you could create your own flight. Probably easy to detect but other forms of aviation have already suffered from cheating like this, gliding and micro-lighting I think.

Richard asked if everyone is happy for him to continue to police the XC League with the help of **Mike** and **John Stevenson** & **Adrian**. They will check every flight individually.

Unanimous for him and team to continue. It was felt that they were doing a good job.

Any protest must be made within one month of a flight being submitted.

In future competitions organizers will submit all goal flights.

Mike Aston asked why if a flight has infringed airspace it could not be scored up to the point that the infringement took place, instead of being scored zero.

A 3-D track log is now needed to prove that airspace below 2500ft was avoided.

Also, what about a GPS battery *failure* (?!#) at or just before airspace was encountered.

Someone could turn their GPS off before entering airspace claim a battery problem and still submit the flight up to that point.

Steve Purdie asked why the £5 XC League fee could not be taken directly from a pilot as they enter the British Paragliding Open Championship.

Mike answered that the XC money goes through Emily and needs to be separate.

3. XC Rules & FAI Rule changes.

A discussion followed about rule changes to the XC League to reflect FAI rules, mainly to do with declaring a record attempt before a competition task.

Adrian – declare a record attempt before a task.

Mike – declare a record attempt during a competition.

Calvo – not keen on this as it would / could make a very long day for organisers.

Steve Ham – Tell pilots and adhere to the land – by time.

4. Competition Rules.

Calvo- Ground-based communication with pilots should not be allowed. All pilots should be on the safety frequency. [*I think this was agreed by most although I don't think we took a vote*]

Calvo- The minimum amount of time needed for the window to be open for a valid task needs to be revised. This is to prevent pilots sitting on the hill while others have got away and then conditions deteriorating to the point where the window has to be closed. For example at Piedrahita when it gets blown out.

The min amount of time the window needs to be open is calculated as x minutes per pilot. This could be changed depending on the launch site, for example, a large non-obstacle site such as the Long Mynd can easily accommodate 10 pilots with gliders laid out = factor 10, while a smaller site would have a smaller factor. Or class sites as A,B, C or D depending on their size and conditions.

The rule is 2mins. Per pilot per slot. The slot is the no. of gliders that a launch can accommodate. This avoids losing tasks due to pilots not taking off and the conditions changing for the worse.

Adrian will re-draft the Competition rules for the next meeting and remove the Team Manager / radio bit. He thinks the Rules as they stand are a bit messy and he will tidy them up.

5. Competitions Panel – Members.

A few names were mentioned for possible new members to the Comps. Panel, these included, **Craig Morgan**, **Richard Bungle**, **Mark Leavesley**.

Gary Jackson is standing down this year as Treasurer. **Verena** has said she will do day-to-day money stuff at comps, but is not conversant with accountancy procedures.

It was agreed that an accountant was needed especially as **Emily** had identified a number of possible Tax issues which need careful consideration in the near future. At the moment, any money coming in is split into British Team account and Competitions accounts.

Steve Purdie is also standing down from Safety Officer. **Russell Ogden** will replace him although he may not be available as he now lives in France and has a little-un on the way.

All Comps. Panel members thanked **Gary** & **Steve** for all their work and then sent **Gary** to the bar to get the drinks in.

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It was decided to put a request out at the next briefing to ask for volunteers for Comps. Panel posts, especially an accountant or someone with some book-keeping skills to assist Verena.

Neil or *Mike* mentioned that for Tax purposes, we should have a written Constitution. *Neil* has one which was drawn up for a basketball team he runs and *Gary* has one for the winch club.

Brad has an accountant he thinks would be able to offer the Comps panel useful advice regarding tax concerns. He will speak to him. He doesn't think he will want any financial reward for any work but it was suggested that he could have an advert on the *pgcomps.org* website if required.

Mike will send Brad a list of tax / money problems identified by Emily that could affect us.

We will ask for volunteers to help on the Comps Panel. Initially interested parties will be asked to come and speak to us. Positions on the Panel are held for 3 years before seeking re-election.

6. Locations for 2006 Competitions.

Proposal from the Major of Montenegro / Laruco. This included use of rooms in either the fire station, the bus station or, at the racetrack. Transport to take-off and retrieve in 2 No. 56-seater coaches as well as 4 mini-buses with radios fitted and English-speaking interpreters. A wire-less internet facility and as well as the interpreters a liaison officer.

Adrian was asked about conditions here. Russell and Mark have flown here and Calvo to check with Fernando, who provides the weather service for other competitions and speaks very good English. Adrian thought that the recent comp (Worlds 2004) was let down by bad task-setting rather than the weather.

Steve Ham – Laruco suffers from bad weather occasionally as the sea breeze can affect the area even though some 20Km from the coast.

Dates? The Dutch are keen to twin their National comp as this year to have back-to-back comps.

Neil had possible dates worked out. Europeans, Dutch then our comp.

It was suggested to ask the pilots for a show of preference.

Option 1. Week 1 Dutch Open - Week 2 British Open **June** or

Option 2. Week 3 Dutch Open – Week 4 British Open **July**

Locations for the British leg were discussed, Dales, windy, SE Wales for a change. SW Wales, communication problems. Gary used a good site for a BPC round, good campsite. The Lakes, ask Kitt a good location for triangle record attempts but unreliable and long walk ups!

Calvo will email Laruco people to ask about the first two weeks of June or July 2006.

The Belgium Authorities are considering a back-to-back competition with ours perhaps in Ager. Having the Belgium comp first is good practice for our pilots before our own.

Possible dates for the Ager comp. 20 – 27th August or 27th August - 2nd September.

Calvo to email Ager to find out what's on offer?

Neil asked about accommodation problems, i.e. not enough places and a poor campsite.
Steve Ham said it was ok and campsite ok as well as unofficial sites.
Brad advised that there were flats for letting but he thought the campsite was expensive.

Tolmin, Slovenia. Mark & Nicky were here now and could report back to the Panel when they return. Sam lives there and would help with the organization. Someone mentioned that it was a long drive from the airport possibly Naples in Italy.

7. Serial / Sport Class of Paraglider.

After the discussion in Piedrahita about the Serial / Sports class of glider, we had received a reply from two of our sponsors., Ozone and Brad for Gradient.

Ozone wanted to encourage the serial class and considered safety a priority.

Brad also supported DHV 2-3 gliders (I think that's what he said, appols. If I've got this wrong). Although he was against awarding prizes for every class. The British Championships / (Open) competition is a higher standard of Paragliding competition and Novice pilots should not be encouraged to fly DHV 1 or 1/2 gliders in these Comps.

Neil also thought that the jump from a DHV 2 to a Comp. Class glider was too big. He had made the transition slowly and carefully onto a more performance glider as he gained experience.

The decision to abolish or not, the 20% rule for awarding trophies and prizes, and the 1/2 Class was discussed.

It was decided to award the 1st Serial Class and the 1st Sports Class & acknowledge the top ten.

Steve Purdie asked about the introduction of the CEN glider classification would affect this choice.

Adrian suggested that the CEN will not come into effect this year or possibly next and so will not affect our comps.

Brad suggested that a Sports / Serial Class glider is very easy to modify to make it perform far better than a non-modified one by changing the rises, etc. It needs a more rigorous inspection policy than we do presently. If a glider is protested we need to inspect it. Brad has volunteered his services during the comps as a Chief Scrutineer. Any queries to him during a comp.

8 Categories of Prizes.

Mike Aston reminded the panel that the Rules state that 20% of any class of glider gets rewarded with a prize. We have never had prizes and trophies for every class. DHV 2/3 or lower for Serial (Certified) gliders. Open, everything else.

Any pilot winning the Serial or Sports Class will have their glider checked.

In future, Sports Class, Serial Class, Open will receive a prize and trophy & top woman only. 20%, i.e. 1st & 2nd if 10 or more females.

Phil & Mark to sort out website & registration forms and the pilot data base.

9. Running of the Competitions.

Calvo asked again for assistance during the running of the Comps. Especially registration and the prize-giving. If each of the Comp. Panel members gave up 1/2 hour – 1 hour for registration we would be finished a lot earlier.

Adrian asked about having the Championship scores available for all to see for the rest of the Competition to let pilots know where they stood in relation to others. Calvo will sort out.

10. Sponsorship.

Payment for logo'd wings. Contract a pilot before awarding any monies. Top pilot, sponsor would like their logo on wings, but the Panel was generally against this. Also, pilots change gliders throughout the season.

It was agreed that a word class pilot such as Bruce was more marketable to any potential sponsor. In the past we have paid PWC entry fees, but no money available for 2005/ 2006. Also, hard to get places in PWC's.

Brad Sponsors would prefer a staged (i.e. set-up) photo for marketing rather than a fuzzy photo of a glider taking part in a competition.

We have a lot of photos of Adrian's wing with the *kroll* logo on it from Brazil and Bruce is very good at taking aerial photos so perhaps we could ask him for some to show potential sponsors.

We need to find a way of getting and rewarding this kind of photograph. Possibly a photo competition with a cash prize. Best photo of a sponsored glider.

Steve Purdie - Mark Edwards one of the wind dummies takes a good photo.

Mark Graham – website to advertise this photo competition.

Gary is doing video of edited clips from Mayerhoffen & Piedrahita as well as Bishops castle with help from Verena and Calvo.

Adrian asked about a data projector. Can we afford to buy one? About £600.

Phil asked what happened to the contract a sponsored pilot signed listing the requirements for receiving money as a Team member?

11. Other Business.

Volunteers for Comps. Panel – need to define role rather than just ask for help.

Recruiting Marshals – try the schools.

1 Marshal for every 15 competitors, eg. 10 Marshals for 150 Pilots. Head Marshal needs to be in charge of running comp if Calvo / Meet Director not available.

With more marshals this could be achieved.

Entry Fee for the 2006 competitions remain the same, Yes.

These minutes have not been checked for accuracy so any corrections to Me asap.

Thanks, Roger. 7th August 2005.