PARAGLIDING WORLD CUP ASSOCIATION

Tour 2013 partners:

Abac - Aerotact - Alas del hombre - Canhavk
Cross Country Magazine - Flymaster - JPA - Gin Gliders
Kortel Design - Niviuk - Ozone - Parapente Mag - Parastick
Porcher Sport - Sol – Swing - Wind - Woody Valley

PWCA Committee meeting
Ferney Voltaire - February 15th, 2014

Present : Martin Scheel - Denis Cortella - Hans Bollinger - Paolo Zammarchi - Goran Dimiskovski - Laura Sepet

Start : 10:40 - 13:35 and 14:30 - 16:15

Goran reminds that we are acting here as committee members and not as brand representatives. If any conflict of interest, no voting !

Ulric and Eduardo are available on skype.
Alberto and Yann can be reached by email.

Goran would like to establish the standard of our work. All documents and Alain latest statement are pushing us to adopt strict EN standard but World Cup practice is not like this : we are referring to that standard when pilots are registering with a EN wing. Then next steps are by PWCA rules.
Denis reminded our rules stating that wings should be EN + no changes.
Goran would like us to follow Denis' advices because he's been sent there as an expert, Laura being a witness.

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Denis accepts that but would like to split the work in 2 actions :

1- Explaining the situation, the difference that has been found

2- Advice and discuss and each are welcome to interfere.

1 - Checking Icepeak 7 Pro 24 - Serial Nr : J370034:

Martin referred to the IP7 Pro measurement table : it shows very few difference in lines and difference in between A and B lines are close to nothing.
Denis confirmed that is not a problem for us. Real question on NK is the max speed course.
The wing can accelerate 1.5 cm more than reference.

* Canopy :

The SF13 canopy and the archived canopy have been compared and no difference have been found.

* Lines :

- Air Turquoise measured on A3 and B3 differences of more than 1 cm. But the average differential of this group of lines is only 5.4 mm (faster).

According to our point of view and checking routine, lines are within the tolerance.

-Stabilo : Air Turquoise measured minus 19 mm.

According to our point of view and checking routine, this is not creating an advantage for the pilot.

* Risers : The risers of the stored sample and on the SF13 wing have the same dimensions. The difference in measuring from Air Turquoise is related to the following :

- During test flights, speed travel was measured with "pulley to pulley" configuration, as usual in EN tests.

- During comparison, the same configuration of the pulleys and risers were pulled over into "pulley over pulley" configuration. That was also possible to do on the archived sample.

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Glider: NIVIUK IP 7 Pro 24 **S/N:** J370034 **Done by:** GB **date:** 13.02.2014

Line measurement of PWC Competition glider

		Archive A	Glider	Diff	Archive A2	Glider	Diff	Archive B	Glider	Diff	Archive B2	Glider	Diff	Archive Stabilo	Glider	Diff
Center	1	8071	8065	-6	8037	8031	-6	8017	8010	-7	8113	8108	-5	7244	7225	-19
	2	7950	7940	-10	7909	7902	-7	7874	7868	-6	7984	7985	1	7324	7305	-19
	3	7904	7901	-3	7870	7867	-3	7846	7848	2	7986	7985	-1			
	4	7949	7949	0	7919	7918	-1	7942	7939	-3	8074	8072	-2		A	
	5	7840	7830	-10	7819	7803	-16	7799	7788	-11	7933	7926	-7			
	6	7724	7717	-7	7702	7692	-10	7681	7671	-10	7816	7809	-7			
	7	7683	7675	-8	7660	7652	-8	7643	7635	-8	7773	7770	-3			
	8	7713	7706	-7	7694	7688	-6	7722	7723	1	7825	7823	-2			
	9	7511	7487	-24				7494	7476	-18						
	10	7420	7401	-19				7421	7402	-19						
	11	7349	7329	-20				7380	7373	-7						
	12	7326	7312	-14				7408	7403	-5						
Wing tip	13	7265	7249	-16				7332	7316	-16						

Archive Glider NK IP 7 Pro / SN pattern v2
PWC Glider NK IP 7 Pro / SN J370034

Archive Risers	trim	accel
A	498	348
A'	498	423
B	500	460
B'	498	498
accel	15.0	cm

Glider trim	accel
500	316
498	403
494	448
497	499
15.0	cm

Mesure of half wingspan with 5 kg of tension

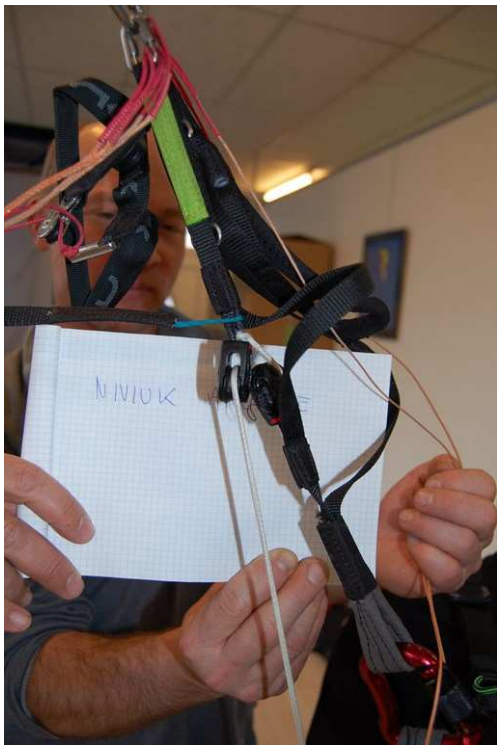
	Archive	Glider	Diff
Front edge	6720	6742	22
Trailing edge	6458	6496	38

Pressure	1030	hPa
Humidity	31	%
Temperature	22	°C

Number of cell:	80
Tolerance	10
Weight of glider / kg	5.5

Prepared by RE
Rev 5, 24.03.2011

ISO 9001 BUREAU VERITAS Certification



Vote :	In favour : 6 present members	Against : 0	Abstention : 0

2 - Boomerang 9 M - Serial Nr K6200003:

* Canopy :

The SF13 canopy and the archived canopy have been compared and no difference have been found.

* Lines :

The average differential on the centre line group is 7 mm (slower).
The average differential on the second group is 5,75 mm (slower).
The average differential on the third group is 7 mm (slower).

* Risers :

After measuring the total length of lines and risers and trimmers set on the archived wing in originally tested configuration, SF13 wing matched the archived wing.

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Glider: GIN Gliders : Boomerang 9 M **S/N:** BB12-K6200003 **Done by:** GB **date:** 13/02/2014

Line measurement of PWC Competition Glider

		Archive	Glider A1	Diff	Archive	Gliders A2	Diff	Archive	Glider B	Diff	Archive B2	Glider	Diff
Center	1	8442	8465	23	8416	8435	19	8389	8408	19	8539	8571	32
	2	8315	8337	22	8289	8313	24	8261	8277	16	8407	8440	33
	3	8278	8296	18	8253	8266	13	8216	8241	25	8367	8396	29
	4	8332	8353	21	8307	8327	20	8278	8299	21	8423	8451	28
	5	8239	8265	26	8216	8244	28	8169	8196	27	8331	8359	28
	6	8104	8122	18	8082	8105	23	8038	8064	26	8195	8223	28
	7	8045	8065	20	8026	8050	24	7979	8010	31	8127	8152	25
	8	8067	8084	17	8055	8072	17	8006	8039	33	8140	8161	21
	9	7868	7875	7				7831	7846	15			
	10	7819	7831	12				7784	7798	14			
	11	7737	7748	11				7706	7724	18			
	12	7725	7738	13				7695	7707	12			
	13	7667	7655	-12				7636	7651	15			
	14	7646	7657	11				7616	7629	13			
	15	7643	7655	12				7612	7621	9			
	16	7658	7669	11				7628	7629	1			
	17	7446	7463	17				7443	7455	12			
Wing tip	18	7402	7419	17				7418	7430	12			

Pressure	1002	hPa
Humidity	37	%
Temperature	23	°C

Number of cell:	94
Tolerance	10
Weight of glider	7.6

Mesure of half wingspan with 5 kg tension

	Archive	Glider	Diff
Leading edge	6728	6725	-3
Trailing edge	6791	6781	-10

Archive Risers	trim	accel
A	493	358
A'	488	419
B	491	492
accel	14	cm

Glider trim	accel
493	358
488	419
491	492
14	cm

Archive Glider GIN Boomerang M / SN BB11-K5600353P
PWC Glider GIN Boomerang M / SN BB12-K6200003

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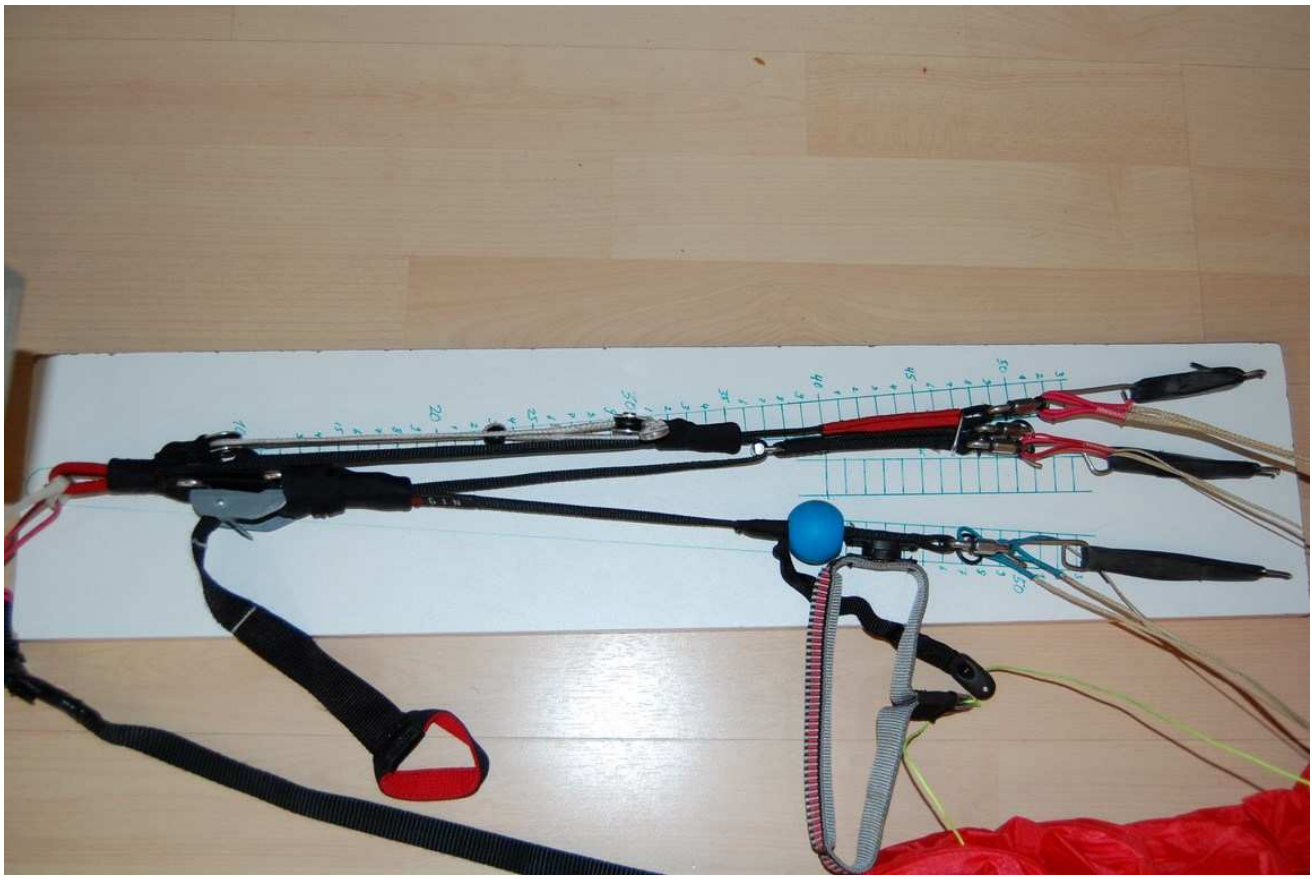
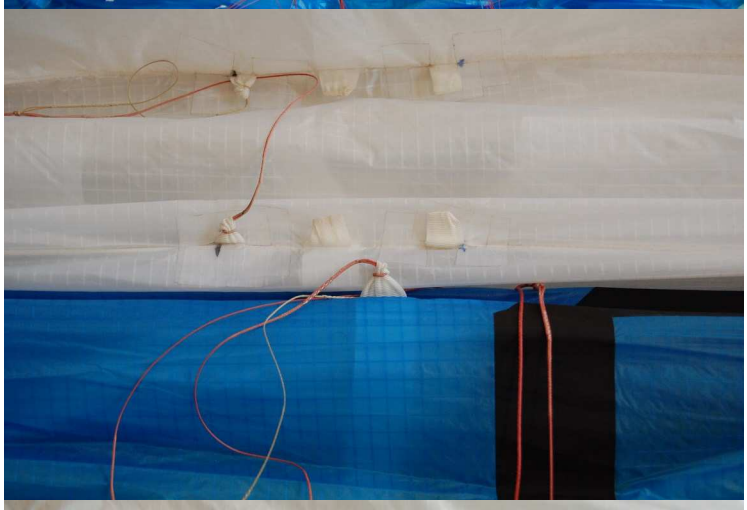


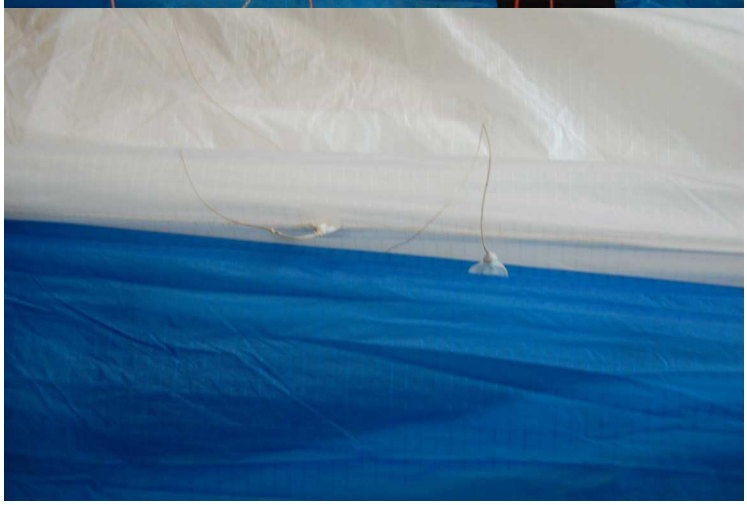
Vote :	In favour : 6 present members	Against : 0	Abstention : 0

3 - Enzo 2 M - Serial Nr M-O- 49A-149

* Canopy :

- Leading edge : the SF13 leading edge is 88 mm shorter than the archived leading edge.
- Trailing edge : the SF13 leading edge is 410 mm longer than the archived leading edge.
- B lines attachments points on the centre cells are moved forward (closer to A's) for 70 mm on the SF13 wing in comparison with the archived wing.
  This difference is decreasing towards the tip.
- C lines attachments points on the centre cells are moved forward (closer to A's) for 80 mm on the SF13 wing in comparison with the archived wing.
  This difference is decreasing towards the tip.





* Lines :

With such a differences in canopy construction, line length measurements and comparing in between SF13 wing and the archived wing is irrelevant.

* Risers :

SF13 Risers were found dimensionally correct but the construction is not similar.

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Glider: OZONE Enzo2 M **S/N:** ENZO2-M-O-49A-149 **Done by:** GB **date:** 13/02/2014

Line measurement of PWC Competition glider

		Archive A	Glider A	Diff	Archive A2	Glider A2	Diff	Archive B	Glider B	Diff	Archive B2	Glider B2	Diff
Center	1	8348	8355	7	8335	8339	4	8378	8373	-5	8435	8458	23
	2	8239	8241	2	8226	8223	-3	8330	8322	-8	8287	8302	15
	3	8213	8212	-1	8196	8195	-1	8222	8218	-4	8233	8258	25
	4	8276	8279	3	8262	8259	-3	8211	8210	-1	8252	8276	24
	5	8135	8141	6	8124	8128	4	8183	8182	-1	8224	8240	16
	6	7993	7998	5	7984	7984	0	8175	8173	-2	8051	8069	18
	7	7927	7931	4	7916	7920	4	8217	8220	3	7974	7989	15
	8	7954	7960	6	7945	7952	7	8235	8234	-1	7961	7978	17
	9	7705	7697	-8				8160	8163	3			
	10	7665	7656	-9				8110	8109	-1			
	11	7570	7561	-9				7999	7997	-2			
	12	7567	7560	-7				7994	7988	-6			
	13	7509	7503	-6				7925	7926	1			
Wing tip	14	7512	7509	-3				7913	7910	-3			
	15	7387	7378	-9				7928	7924	-4			
	16	7367	7357	-10				7941	7942	1			
								7687	7696	9			
								7653	7659	6			
								7574	7577	3			
								7579	7580	1			
								7513	7521	8			
								7519	7528	9			
								7376	7370	-6			
								7379	7373	-6			

A1

Archive		
Risers	trim	accel
A	502	360
A'	495	424
B	491	489
accel	12.5	cm

Glider		
Risers	trim	accel
A	502	358
A'	485	410
B	488	491
accel	12.5	cm

Archive Glider Ozone Enzo 2 M / SN PR3_0_18E_299
PWC Glider Ozone Enzo 2 M / SN ENZO2-M-O-49A-149

Mesure of half wingspan with 5 kg of tension

	Archive	Glider	Diff
Front edge	6881	6837	-44
Trailing edge	6612	6817	205

Number of cell:	101
Tolerance	10
Weight of glider	6.1 kg
Pressure	1002 hPa
Humidity	37 %
Temperature	23 °C

Prepared by RE
Rev 5, 24.03.2011

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Do you think the SF13 wing is matching the archived wing ?

Vote Enzo 2 M: Yes : 0
No : 6 present members + 4 (AC+UJ+ESG+YM)
Abs: 0

Vote Boomerang 9 M: Yes : 6 present members + 3 (AC+ESG+YM)
No : 1 (UJ)
Abs : 0

Vote Icepeak 7 Pro 24 : Yes : 6 present members + 2 (AC+ESG)
No : 2 (UJ+YM)
Abs : 0

Alberto & Ulric & Eduardo & Yann : Email Feb 15th

4 - Mexico 2014 : results validation

The results were provisional as we received complaints :

- 1st one was against Boom 9 M , asking for a complete check of that wing
- 2nd one was against Enzo 1, mentioning that this wing may not conform to EN certification.

Following the recent happenings and decisions, complaint of Charles Cazaux is rejected.
Boom 9 M was checked by Air turquoise and all relevant information were delivered to the PWCA committee.
Boom 9 M is found as conforming to the archived glider.

Second complaint regarding Enzo 1 conformity to the archived sample is rejected as during 2013 season and according to 2013 rules this model was checked numerous times and found conformed.

Both complaints are rejected thus 2014 Mexican World Cup results are validated. Full valid comp with 6 tasks. Vote : In favour = 6 of present members Against = 0 Abstention = 0

5 - Superfinal 2013 : result validation

According to the rules 3.1.1, pilots are responsible for the choice and maintenance of their flight equipment.

According to the rules 3.1.3, Only certified gliders are allowed in World Cup competitions up to EN 926 or LTF 91/09. It is not permitted to modify the glider in any way, except for the length of the brake main-line.

Following the complaint of Lucas Bernardin and group of pilots to investigate conformity of the Enzo 2 SF13 glider with archived model in Air Turquoise, we proceeded as requested and we found this complaint uphold.
Thus :

All pilots equipped with Enzo 2 M during the Superfinal 2013 will score no points for this event. All results will be recalculated accordingly and published as soon as possible. Vote : In favour : 6 present members Against : 0 Abstention : 0

No responsibility has to be attributed to the pilots. But a moral blame regards those pilots who knew and didn't tell the truth although the committee has asked for it more than once.

To be sent to the pilots for upcoming competition : "GLIDER ---- 1. Only certified gliders are allowed in World Cup competitions up to EN 926 or LTF 91/09. It is not permitted to modify the glider in any way, except for the length of the brake main-line. 2. The pilot must fly in the homologated weight range. 3. Uncertified sizes of a certified model that was available for sale earlier than 1st November 2011 will be permitted. IT IS THE PILOT RESPONSABILITY TO CHECK IF HIS/HER GLIDER IS CURRENTLY CERTIFIED BEFORE JOINING THE COMPETITION.

6 - Air Turquoise's request to fly SF13 wings to compare the speed.

We proved, that Boom 9 and IP7 Pro is clearly inside our normal testing procedure. By far !! We feel that any future tests are useless and are bringing even more controversy to the issue.

During the expertise in Air Turquoise, we clearly saw that it was possible to get "pulley over pulley" with the archived gliders. So we strongly recommend that future testing of speed travel is performed in a manner that will explore the full potential of the speed system.
Also, as already proposed from PWCA and CIVL to PMA, we strongly suggest introducing speed travel limiters as mandatory items on the wings (risers or lines) to be certified.

End of the meeting