

OCTWG-proposal "competition class"

Conclusions made by the working group

- Dozens of factors play a significant role in the overall safety of a competition
 - The most significant factors are the skills and mentality of the pilot himself, and it is here that the greatest potential for the improvement of safety lies.
 - We can say that the paraglider itself is not an inherent safety risk, but rather it is the combination of both, the paraglider and the pilot that is of concern.
1. Limiting important international competitions to gliders which pass an existing certification does not seem an appropriate measure to increase safety in paragliding competitions. (see also Doc 1 Homologation Class)
 2. Implementing strict regulations on paragliders (such as certification or limitation in construction) would result in a large number of complicated rules, and these in turn, due to the fact that individual gliders would inevitably be 'tuned', would lead to administrative problems in both the checking of such gliders, and possible protests.

The OCTWG outlines the proposal below to address not only the subject of a paraglider's inherent safety, but also the paraglider-pilot combination and how this relates to a pilot's mental mindset.

1) A 'competition class' paraglider must comply with the following requirements:

60 days prior to a Cat 1 Championship:

- The glider (model) has to be notified by the manufacturer to CIVL for listing on the CIVL website
- It must pass the structural strength testing outlined (below, and) in Annex X1 to S7b Ch12, and a certificate issued by the testing house must be provided to CIVL.
- For each size of glider, the manufacturer sends a complete line scheme with sample line sheet with short length line samples with loops at the ends to the testing house.
- The testing house checks the conformity (calculations, line diameters), signs the sample sheets and sends them together with the shock and sustained loading test certificates of the M size of this model to the CIVL.
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- Written report supplied by the manufacturer to CIVL with detailed explanations of why this glider would not pass certification in all flying manoeuvres specified under EN926-2 (public document),
- Video to be made available to CIVL of the manoeuvres specified in 12.1.1.3 (not public)

2) Structural strength requirements:

As specified in EN926-1:

- Shock load test to 800kg (medium size)
- Sustained load test to 800kg (medium size)

In addition:

- Line set breaking strength test using load calculation of the line set of 23G with new, sewn and/or spliced lines
- Individual line breaking strength tests of each line type to 40daN minimum

See Annex X1 to S7b Ch12 for details

3) Pilot-glider-combination:

- 30 days prior to the competition the pilot must prove possession of the glider by submitting a photograph to CIVL showing the pilot signing the glider on the fabric, next to

the serial number. Two gliders can be registered per pilot.

- The pilot must complete the Pilot Experience Declaration form (Annex X2) outlining his general flying experience and specific experience and skills with this glider. The form must be submitted to the organiser prior to physical registration.

NB. It is proposed that **all** PG pilots entering a Cat 1 championship complete this form.

Checking

Before registration: Pre-checks of documentation can be made by CIVL Steward and (possibly) CIVL Screening Committee, in conjunction with Organisers.

At registration: Serial numbers of all 'competition class' gliders should be checked (by the organisers) against the documentation already provided to the organisers by CIVL, the test house, the pilot and/or the glider manufacturer. Pilot experience forms must have been completed and checked.

In competition: At the goal field after every scored task, one out of the first 3 gliders and one out of the first 10 will be checked, except on the last competition day.

Expert

In order to check compliance with technical rules, OCTWG proposes that a "technical expert" is present during Cat. 1 competitions. This may be a suitably trained/qualified person appointed by the organiser, or a suitably trained/qualified FAI Steward.

Timeline

If the CIVL Plenary votes in favour of these proposals, they will be in force on 1 May 2011 and will first be applied to the FAI World PG Championships in Piedrahita 2011. All uncertified gliders (old and new), and pilots, will be required to comply with these 'competition class' rules in order to compete in FAI Category 1 competitions after 1 May 2011.

(NB. This proposal concerns only Cat 1 championships. Organisers of Cat 2 competitions will continue to be able to specify which classes of glider may compete in their events.)

Present at the OCTWG meetings in Abtenau, May 2010:

OCTWG members: Martin Scheel, Gregory Knudson, Didier Mathurin, Harry Buntz

Others present: Luc Armant, Hans Bausenwein, Uwe Bernholz, Thomas Brandlehner, Alberto Castagna, Amon Christian, Randi Erikson, Bruce Goldsmith, Russell Ogden, , Torsten Siegel, Adrian Thomas, Scott Torkelsen, Urban Valic, Wim Verhouve, Michael Von Wachter, Hannes Weininger

Present at the OCTWG meetings in Turkey, September 2010:

OCTWG members: Martin Scheel, Harry Buntz, Didier Mathurin,

Others present: Adrian Thomas, Bruce Goldsmith, Denis Cortella, Gin Seok Song, Christian Biasi, Luciano Gallo, Stephan Stieglair, Thomas Brandlehner, Luc Armant, Goran Dimiskovski, Torsten Siegel, Russ Ogden. Konrad Görg (29th only), Nicky Moss (minutes).

Implication of OCTWG Proposal:

Only EN926-Certified and Competition Class Paragliders will be eligible to fly in FAI Category 1 PG competitions from 1 May 2011.

Definitions: (to be discussed/agreed by PG SC)

EN926-Certified/Homologated Paragliders: gliders that have successfully passed testing to EN926-1 and EN926-2 and been awarded the appropriate certification (EN-A, B, C or D) by an approved Test House.

Competition Class Paragliders: gliders that meet the test criteria outlined in Annex X1 of S7b Ch12.1.

Open Class: all other uncertified gliders

Prototypes: Open class gliders and EN926-certified gliders that have been modified and/or changed in configuration

Martin Scheel/JA/LJ, 29.11.10, 26.12.2010