

**CIVL PLENARY 2011 – LAUSANNE**  
**Progress Report of the Software Working Group**  
**Friday, 25<sup>th</sup> February, 2011**  
**Chairman: Agust Gudmundsson**

**The following items were presented and/or discussed in order to update delegates on work in progress and generate feedback for the future direction of the Software Working Group**

**Introduction by AG, the meeting is a discussion session to get input for the WG. Attendees are not necessarily members of the WG.**

**1. Instruments/devices:**

- a. Approved flight logging instruments in HG/PG comps

Agust expressed concern about some of the new Garmin devices that use file system (security problems) and we need to track these developments to avoid any track log tampering

- b. Device development / Live tracking

Getting closer to using devices for scoring, FAI may want to define and approve devices. Altitude control would have to be considered.

HB made the point that it would still be necessary to check the calibration of these devices (altitude) as pilots are using other instruments to determine their altitude. May need to allow tolerances between the device and pilot instrument.

- c. Manned goal lines and instrument output (Instrument error). What can be done? Do the rules need to be changed?

No strong feelings on rule changes , it is accepted that it can be difficult to determine if a pilot has crossed a virtual line when he lands close , either due to small GPS error or running when landing. Physical goal lines either to mark a virtual line or as a real physical line are both used.

- d. Defining airspace in flight instruments and scoring software for detecting airspace infringements (consistently). The current approach to setting airspace shapes is not standard and not defined in detail or maintained by official body. Should CIVL/FAI define it for hg/pg ?

Possibly discuss at FAI level , need to make airspace available to pilots, should organisers be responsible for uploading to pilots instruments to support it

**2. New GAP scoring formula explanation document**

A new version of the GAP document has been published at [http://www.fai.org/hang\\_gliding/competitions/gap](http://www.fai.org/hang_gliding/competitions/gap) AG asked that people download a copy and make some additional comments to improve it further. There is also an

idea to produce a guide to general scoring in competitions with advice on solving common problems

DM started discussion on whether there is a problem with scoring when no-one is in goal. Does GAP fairly reward pilots when no one is in goal? General feeling that it could be improved possibly by devaluing the DQ either as a direct devaluation or a devaluation of the calculated DQ.

HB said maybe this did not address the real problem which is that distance is broken into discrete portions so a pilot gains by getting scored in the next sector , and perhaps we should look at changing this to a more linear approach.

Discussion on UK Proposal 2: Compcheck to be approved for use in Cat 1 championships

- a. Do we need another scoring system for Cat 1s?

Agust put up the extract from the bureau report and then listed a number of items to be discussed.

CB stated that he would like to use comp check in Piedrahita and that it integrated with the fast retrieval and the live tracking system which would be beneficial to the overall running of the comp and also to the media view of the competition.

OE suggested we should be looking at building on FS and integrating it with other tools.

Agust showed a comparison from a 2008 competition which showed small differences between FS and Compcheck. It is always expected to have very small difference between scoring systems.

OE said that if we allow other scoring systems it may lead to a decline in the use and development of FS.

- b. If so, what should the approval and maintenance processes be?

There would need to be some form of approval and verification process and this would need to be defined.

### **3. New types of tasks and new scoring options**

- a. Live scoring
- b. Scoring of stopped tasks

General feeling that scoring stopped tasks is a good idea but we need to possibly devalue the day , suggestions made to use distance flown of leading pilot , also possibly only score the day if the lead pilot has passed nominal distance. Some suggest that sometimes nom dist is set too low. PG SC to make a recommendation

- c. Are there new types of tasks we should explore for HG/PG or are there developments we should add in scoring systems (FTV)?

HBA stated that Australian had already used FTV and many pilots did not like it. It may be used in some PWCA events this year.

### **4. CIVL/FAI software**

- a. WPRS
- b. FS
- c. WXC

Proposal to award diploma for the WXC will be made at this plenary.

KK asked if this would lead to medals and would this be a problem with pilots who do not have FAI licences.

KK asked if the WXC would be widely promoted by CIVL to both pilots and competition organisers.

- d. Jury/Steward/Judges DB

Online application will be developed, allowing potential J & S to register.

- e. Sporting Licence Database

The FAI have developed a SLDB that is now maintained by the NAC's , it is now live and NAC's have been asked to load data to it. During the transition period paper licence will still be accepted and checked.

- f. Incident db

Online data entry for incident database to be prepared.

- g. Merging CIVL software to FAI central

- h. Aerotowing HG

Request from HG SC to identify pilots competing in aero tow competitions from the WPRS.

Attendance list SW WG

Barker	Hamish	Australia	HBA
Brandlehner	Thomas	Austria	TB
Han	Zhaofan	China	HZ
Askirk	Niels J.	Denmark	NA
Aarts	Robert	Finland	RA
Malbos	Stéphane	France	SM
Mathurin	Didier	France	DM
Buntz	Harry	Germany	HBU
Gudmundsson	Agust	Iceland	AG
Oka	Yoshiki	Japan	OY
De Keijzer	Koos	Netherlands	KDK
Ellefsen	Oyvind	Norway	EO
Nygard	Knut Kastad	Norway	NKK
Kociecka	Karolina	Poland	KK
Grigorescu	Leonard	Romania	LG
Erzen	Igor	Slovenia	IE
Scheel	Martin	Switzerland	MS
Burns	Chris	UK	CB