

Proposals no. 3-5
Declaration on safety in cat. 1 competition
CIVL Plenary Meeting 2005

New vision: Eliminate serious accidents from Category 1 PG competitions

Several pilots have died or injured themselves seriously in Category 1 PG events the last years. This is not an acceptable level of safety for a serious world wide sport. It is the responsibility of CIVL Plenary and Bureau to change this trend and make the international events much safer for the participants. We believe that a few changes of the rules is not enough, as shown by recent history. Drastic measures are required.

Most accidents have one or more of the following factors as a key element in leading to the accident:

- Windy and turbulent conditions
- Unsuitable tasks and turnpoints for the conditions and level of skill of the participants
- Pilots losing control of their equipment due to the above.

We realise that the average level of pilot skill is lower in Cat 1 events than in World Cup competitions. We want Cat 1 events to remain a competition where all member countries have the possibility to send pilots. Further restrictions on pilot qualifications is not the way to go. Instead, the competition format and environment must be altered.

It must be a goal and a message to participants and organisers that serious accidents shall be eliminated from Category 1 competitions:

Based on this we have three separate proposals for Cat 1 events, under the above heading:

Proposal no 3

Systemic safety

Part 5.2 in section 7 shall be changed to the following: "The purpose of the championships is to provide **safe** and satisfying contest flying in order to determine the world or continental champion in each class, and to reinforce friendship among pilots of all nations."

A Category 1 event shall be in a location where several international competitions have been staged previously, with excellent safety records and an organisation crew with long experience in competitions in the area.

All task legs shall have been flown previously (preferably all tasks should be decided and distributed prior to the competition), and be considered safe for the conditions they will be staged in.

The safety committee (3 participants), shall be elected among the pilots and chosen for their safe flying and long experience. The safety committee shall be consulted prior to task-committee decisions.

Proposal no 4

Accident reporting

All incidents involving rescue operation (manual or mechanical), hospitalisation, inability to launch due to injury, deployment of rescue parachute or death, shall be reported in writing to the meet director prior to the Team Leader Meeting the following morning. The report shall be a brief description of the incident and the probable cause. The national team leader of the pilot that was involved in the incident is responsible for the report. Failure to report shall result in 0 points for the country in question for the day of the accident.

The previous days incidents shall be the first point on the agenda for every morning's Team Leader Meeting. A probable conclusion as to the cause of the incident shall be drawn. Personal error of the pilot is not a valid cause. Everybody makes errors. Important factors could be the weather, the equipment, the skill of the pilot, the task etc.

The jury report shall describe each of these incidents, and contain recommendations as to what can be done to avoid similar incidents in the future. The jury report shall be made available for each nation participating in the event.

Proposal no 5

Mono class

The purpose of a Cat 1 event shall be to determine the best pilot, not the best equipment. CIVL will therefore attempt to change the format of Cat 1 events into Mono-class events, where all pilots use equal gliders and harnesses, with a safety rating of for example DHV 2. The Mono class could be a specific design from a specific manufacturer, and could be changed for every Cat 1 event. This shall be enforced as soon as a CIVL working group has worked out the details.

Proposal no 3 can be withdrawn if the Bureau or others propose a better way to commence working towards a Mono-class.

For the Nordic countries, Denmark, Finland, Iceland, Sweden, Norway.

Tor-Erik Stranna
Norwegian delegate to CIVL
Oslo, December 9 2004.