

## **F.A.I. International Gliding Commission-I.G.C. Meeting at the Hotel Frantour-Gare de Lyons, Paris, France, 12th-14th March 1998**

**In the Chair: Prof. dr Peter Ryder, Germany, President IGC**

### **Introduction**

A Bureau meeting was held on Thursday, 12th March from 1300-1800hrs. The major difference in this year's proceedings would be the absence of working group periods because delegates wish to be present at all discussions. Prof. Peter Ryder would resign the IGC Presidency in view of his commitments as Director of the 1999 World Championships in Bayreuth.

During the plenary meeting, news arrived from Australia of the death of **Roger Woods**, much-respected former Vice President and long-time Australian delegate. The plenum stood in silence as a mark of respect for a dear friend who would have been a strong contender for the vacant presidency and condolences were sent to his widow and daughters. ( John Roake, New Zealand, later represented IGC at the funeral and gave an oration.)

Srecko Medven, WAG Air Sports coordinator, showed a short video and spoke on ideas to raise the profile of the sport in the media. This produced much discussion which will be reported elsewhere.

Alvaro de Orleans Borbon, 1st. Vice President of FAI, urged the raising of sensitivity to renew awareness, on an FAI-wide level, that: "Safety is everyone's concern !" He had observed an increase in reckless flying generally, and specifically at the 1997 WAG. "Competition pilots should have a clear route to showing up such behaviour without making a denunciation."

### **MINUTES**

The first plenary session began on Friday 13th March 1998 at 09h01 with **28** nations represented by delegates, alternates and observers. Apologies for absence were received from Sheng Haiqing, China and Carlo Lecuit, Luxembourg. The Czech Republic delegate stood proxy for Slovakia. Also present were **Max Bishop**, General Secretary FAI, **Srecko Medven**, WAG Air Sports Coordinator and **Prof. Piero Morelli**, Chairman World Class and Motor Gliders sub-committees, **Bernald Smith**, Chairman GNSS sub-committee, **Helmut Kiffmeyer**, Chairman, Club Class sub-committee and **Thierry Montigneaux** from the FAI Secretariat in Paris.

#### **1 MINUTES OF THE LAST MEETING**

The Minutes of the meeting held in Brussels from 14-15th March 1997 were unanimously **approved**.

#### **2 FAI MATTERS**

Max Bishop reported on the **FAI General Conference, Rio de Janeiro, October 1997. Main points:**

a: 1997 was a historic year for FAI with the successful 1st. World Air Games raising media interest for the future. Host nations will be able to contract "Possession of Rights of Ownership" to such events. A model contract format has been drawn up.

b: electronic dissemination of most FAI information, with an additional website planned, is reducing the huge paper and postage bills. For example, the FAI magazine "Air Sports International" now appears monthly on the world wide web. Articles and photos should be sent to FAI for inclusion, especially photos to augment the archive. A printed Annual Yearbook is planned.

c: Eilif Ness re-elected President for an unprecedented 4th. term.

d: new members include Phillipines, Lebanon, Moldavia and Iran.

e: there is a new category, "Temporary Membership" at 500SFR, to help nations get started.

f: simulated flying recognized as an FAI sport.

g: the venue for the 2nd World Air Games to be decided in May 1998

h: FAI annual business plan drawn up

i: Council authorized FAI to move to a state where FAI may be recognized as an "international organization"

j: Environmental Statement - additional Codes of Conduct for each air sport to minimize environmental impact.

k: airspace body formed

l: from 1999, standard advertising rules for FAI events. Comments invited.

### **3 IGC BUDGET (see Annex A of these Minutes)**

#### ***3.1 Report of Treasurer, IGC VP Dick Bradley, RSA***

**Approved:** Future sanction fees will all come to IGC and Steward/International Jury costs be borne by contest organizers. Swiss Francs to be the sole standard currency to avoid confusion. To ensure payment, sanction fees shall in future be paid in advance. Delegates presenting a bid should bring a Banker's Cheque in the appropriate sum to pay as soon as that event is awarded.

#### ***3.2 Claims - See Annex A***

#### ***3.3 Decision on 1998 Budget & Planning for 1999***

The treasurer asked that all members of sub-committees and coordinators of activities submit a budget in advance of any claim towards actual expenses. This budget should then be approved by the Bureau before IGC is committed to paying the expense.

### **4 SUB-COMMITTEES Reports and discussions**

#### ***4.1 Airspace & Regulatory: Francois Van Haaff, Netherlands (see Annex A to the Agenda)***

##### **Main points:**

- an ICAO "state letter" threatens to demand radio in Class E airspace, an impractical workload for both pilots and ATC. Europe Airports has protested formally.

- requirement for and development of lightweight transponders for gliders: the RACAL (UK) unit demonstrated does not meet ICAO minimum output requirements of 125Watts. (Comment: NZ has required transponders since 1990 and the airspace provider, Airways Corporation, offers the "Terra" at 800NZ\$. It fits in the panel and the standard is acceptable with extra battery capacity required for longer flights. But, since Airways Corporation has reduced staff, there is no one to cope with the monitoring and consequently airspace for gliders has also been reduced. Like South Africa, NZ has succeeded in negotiating airspace "windows".)

- "flexible use of airspace": lower levels may all be affected and airline noise abatement procedures may be an additional complication. However, national sovereignty over airspace means that only NACs, and not IGC, may lobby individual governments. The sky *is* big enough for all users but technology and discipline are essential. It is also important to influence and inform representatives *before* they go to meetings.

(This topic produced much discussion and some solutions. An article will appear in Air Sports International.)

- Dittel FST 90 is now commercially available, ideal for contests where lots of channels are needed. VHF/AM with extra channels. It has been offered to the Organizers of the 1999 WGC in Bayreuth and may be available at discounted prices after the event. Representative Fritz Moessinger will contact Prof. Ryder.

- the Chairman proposed separation of "Airspace" from "Regulatory" as the field is so wide. (Bureau is discussing this further)

- he also proposed an **IGC "Airspace Information Exchange Service", independent of the FAI airspace body, and confined to E-mail. A majority voted in favour.**

#### **4.2 Club Class: Helmut Kiffmeyer, Germany**

There is not a report as such but Helmut Kiffmeyer, obviously delighted at the establishment of the 1st Club Class World Championships, commented during the discussions on the Australian proposal (Annex L to the Agenda). He stated that the long-term goals of the Club Class should be that Organizers should provide gliders for participants from afar, in order to make participation less expensive. The competitors would then be saved the expense of transporting inexpensive gliders at a cost greater than their value.

#### **4.3 Competition Philosophies: Bruno Gantenbrink, Germany**

No formal meeting since 1996 but several articles published on various ideas. Plenty of comment and new ideas bubbling since WAG '97. He preferred not to circulate provisional ideas but to await finalization. Eric Mozer, USA, urged him to consider the US POST task. Above all, ways must be found to exploit the new technologies.

#### **4.4 GNSS: Bernald Smith, USA**

Mr Angel Casado, Spain, presented the Security Briefing he had already given to manufacturers on the previous day. With a high standard of security, the robust Electronic Data Security encryption system is based on long-used military ideas. The new standard, in force since 1st October 1997, will not be retroactive. All data goes to .igc files so contest officials can quickly read all pilots' traces at the end of the day.

Bernald Smith remarked that GNSS is much more common outside the USA. The Rules had been made very strict at first, allowing for later relaxation. The security level is very high and the introduction has been a real success. "Grandfather rights" mean that companies need not withdraw products in progress from the market. He found manufacturers very positive and willing to cooperate. He mentioned ADSB (Automatic Data Surveillance Broadcast) which could be better than transponders and recommended trying to avoid having both.

##### **4.4.1 GFAC Ian Strachan, GB (see Annex C to these Minutes).**

Proposed members for GFAC: I. Strachan UK; A. Casado, Spain and A. Hartley, Australia. **All approved.**

(Brian Spreckley, GB, and Bruno Ramseyer, Ireland, were coopted in 1997 as an interface GFAC/IGC. They will define a role and submit it to the Bureau to clarify the direction of their efforts.)

(N.B. President reiterated the tradition, upheld by the Bureau, that IGC designates a subcommittee chairperson who then chooses the other members.)

President recorded his thanks to this committee for their very valuable work.

- Event marker buttons were essential and being worked on.

- Millennium: the chips in GNSS *should* cope with the roll-over. Problems come with the transfer from GPS to PCs, when perhaps the PCs cannot handle it. Information update expected.

Comment: Gene Hammond, USA, described the SSA draft strategy to protect pilots against having to have so much expensive equipment. The minimum should be :

- a/ safe operations in the visual airspace environment with the equipment for that, navigation, etc.
- b/ special equipment for special purposes
- c/ installation of special extras should not conflict with a. above.

#### **4.5 Motor Gliders: Piero Morelli, Italy (see Annex E to these Minutes).**

"Motors do not help as much in 15m and Standard Classes but there is a clear future for 18m and Open Classes to integrate pure gliders and motorgliders."

**Proposal** (Germany and others): "that the Open Class should become internationally an Integrated Class". President ruled that it was too short notice to hold a vote.

**Comments:** - in NZ, integrated contests have been held for 15-18 years with no problems.

- weight: essential that the Sporting Code show a weight limit for all types so that Organizers know what they will have to launch.
- a solar motor in the "Russia" glider gives 2m/sec. climb rate: wing-loading: 30kg per sq.m. Self-launching reduces costs.

#### **4.6 Organization of Championships: Ake Pettersson, Sweden**

No recent meetings but an article has appeared in Air Sports International. Some countries would like to host an event but don't feel ready. More offers are coming in, with South Africa encouraged to bid, successfully, for a WGC; Austria, Spain and Turkey bidding for WAGs etc.

#### **4.7 Rules: Tor Johannessen, Norway (see Annex C to the Agenda)**

Discussed on both days, with comments to proposals allowed up to the start of business on Day 2. Discussion confined to paragraphs to which comments were appended.

It was agreed that the main contributors, Bob Henderson, NZ, Tor Johannessen, Norway and Roland Stuck, France, should withdraw to discuss the points with the commentators and then bring ideas for voting by the Plenum, rather than every point being discussed by all.

**Plenum also agreed by vote to accept the idea not the specific wording of changes to Annex A, so that wording could be more carefully considered once points had been agreed in principle.**

***There was unopposed agreement for acceptance of the changes proposed by the Sub-committee.***

***Main points:***

- event marker buttons to become compulsory for competitions
- GNSS procedures to be based mostly on Omarama and Saint-Auban WGCs
- new term introduced: "artificial outlanding" to cover both photo and GNSS procedures
- proposals from **Italy (Annexes D&E to the Agenda)**: it was agreed that "in a 3-TP distance task, there is no need to declare a finish point." The proposal in Annex E, standardized presentation of results, was accepted as non-controversial.

In discussions on **Annex K** to the Agenda (from **Austria**), the following voting took place after energetic discussion.

**Proposal 1:** Tor Johannessen proposed that the Rules sub-committee be disbanded and the work spread among the following three: Sporting Code (Ross Macintyre), Annex A-Championship Rules (Ake Pettersson) and Annex B/Flight Recorder Rules (Bernald Smith and Ian Strachan). **VOTE: AGREED** by Majority.

**Proposals 2:** ( 2.1-2.5 concerning rules for free flights, see Annex K) and **3:** (that Speed and Distance flights be treated in the same way where Distance Penalty is concerned) **AGAINST** (majority)

**Proposal 4:** - that finish altitude be taken as the altitude of the glider at the finish, where measuring devices allow an accurate glider altitude at finish to be established... **AGREED** (majority)

**Proposal 5:** - that remote start and finish Observation Zones conform to the shape given in the FAI Sporting Code, General Section. **AGAINST** (majority) ("inappropriate for badge/record claims"- Ross Macintyre)

**Proposal 6:** - that the 10km tolerance between start and finish points for closed circuit tasks be reinstated. **AGAINST** (majority, although 1km had some initial support).

#### **4.8 World Class: Piero Morelli, Italy (see Annex L to these Minutes)**

**Main points-** \*\*\*Swidnik asks for a price increase of 10% from 23,000 to 25,300SFR, valid to 31.12.98\*\*\* Plenum was asked to vote but Alvaro de Orleans Borbon requested detailed reasons for the increase first. These were said by Marek Mikosz of PZL-Swidnik to be mainly due to increased costs of labour and materials. Since the exact figures were not available in Paris, Plenum voted to allow the World Class sub-committee to agree any increase, jointly with the Bureau, only once satisfactory figures have been presented. \*\*\***These Minutes record that the new price is required not to be changed again within 12 months**\*\*\*

- the problem of ballast access is under study
- test flights, paid for by Scandinavian Airlines, will be performed this summer in order to have the 5000m restriction removed
- the tow hook position for winch-launching has been confirmed by computer-studies as correct. It should **on no account** be moved by owners. Even a small modification reopens the certification process.
- the vital importance to safety of correct training for winch drivers launching light PW5 gliders, as much as for the pilots flying them, was stressed.

#### **4.9 Sporting Code Revision: Ross Macintyre, New Zealand (see Annex F to the Agenda)**

Ross Macintyre reviewed the past year's efforts and expressed his thanks to contributors. The work continues. Drafts of some chapters are attached as **Annex O** to these Minutes.

### **5 REPORTS ON PAST CHAMPIONSHIPS**

#### **5.1 25th World Gliding Championships, Saint-Auban, France, 29.06-13.07.97 (see Annex F to these Minutes)**

Roland Stuck, French delegate and Chairman of the Organizing Committee reported. Some points:

- *Doping* tests all proved negative. (To abide by French law, pilots were drawn at random and informed at Briefing.)
- Organizers should not have to rewrite the *Rules* for each event.
- There are still no good rules for distance tasks.
- Big *PR* effort. The website was visited 26,000times

- Some flight recorders were found to be wildly inaccurate. There is now to be a specification for initial, set-up accuracy at factory exit.
- There was a big financial loss
- Local people were welcomed and involved, with two weekends of entertainment on the field and also the *Masters Aerobatic event* taking place while pilots were out on task
- *Weather* was unusual (low temperature and high precipitation records set in the training period!)

Organizers were praised for

- their response to safety concerns;
- the handling of GNSS, which B. Smith said "could not have been bettered"; and
- the weighing, which was "quick and painless". All gliders were weighed every day.

***5.2 10th International Women's Gliding Championships, Prievidza, Slovakia, 20.07-02.08.97 (see Annex D to these Minutes)***

Proxý Jaroslav Vach reported. There were 43 entries, 13 Std. Class; 13 15M. Class and 17 Club Class.

***5.3 4th European Junior Gliding Championships, Musbach-Freudenstadt, Germany, 10-23.08.1997 (see Annex K to these Minutes)***

Axel Reich, Contest Director, reported on a very successful event in wonderful weather. A recommendation was made that the Junior Championships be given greater status e.g. Open, so that winning, non-European junior pilots competing can be declared Champion. (US pilots, for example, have long supported the event but find it hard to get sponsorship when they can't become champion.)

***PROPOSAL: that the next Junior Championships be designated World Championships.  
VOTE: Unanimously FOR.***

*Thus, Terlet 1999 becomes the 1st World Junior Gliding Championships.*

***5.4 1st World Championships of the World Class, Inonu, Turkey, 07-20.09.1997 (see Annex G to the Agenda)***

Fred Weinholtz, expert advisor, reported. Additional remarks:

- mixed launch methods, winch and aerotow, a success
- the safety issue was worrying. Seeing some "worst-ever" gagging has prompted much thought on how to avoid it.
- "as much fun to fly a PW5 as a big ship"-B. Gantenbrink
- PR was a failure. As a result, in future, Air Sports Commissions will retain and control all rights.
- chances to be innovative, which international gliding needs to survive, were lost. However, in an experiment with simplified scoring, Fred Weinholtz funded a fine trophy for the pilot winning by a simple placing system. The top five turned out to be the same, in the same order, in both his system and the usual, complex one!

**PREPARATION OF FORTHCOMING COMPETITIONS**

***6.1 26th World Gliding Championships, Bayreuth, Germany, 31.07-15.08.99***

Fred Gai, German delegate, reported. M. Storm, president of the Bayreuth Club, also attended. The **Rules for Bayreuth '99 (distributed to delegates as Annex I to the Agenda)**, are based on the updated Annex A, (to be approved at this meeting).

Principle: Annex A is to be a standard set of rules but Organizers may ask for differences. Plenum insisted that IGC must discuss such differences before approving them for an event.

- verification will be by **GNSS only**. No photo back-up.

- **Chapter 4**, to be added, **that all necessary data, including airspace restrictions (21.5.4), will be distributed 3 months in advance, to permit entrants to program GNSS etc."**

- **Chapter 9**-sailplanes equipment: a paragraph to be added requiring **calibration of flight recorders**.

- **9.3.1 configuration includes winglets**

- **circling**: Tor Johannessen recalled the rule that, close to the airfield, all gliders should thermal left. Fred Gai asked for the German rule that the first glider in a thermal establishes the direction. **Vote-AGREED**.

- **12.5 Delete**: Further documents can be specified.

- **16.1 "Radios for voice transmission only"**. Change "any data" to "any other data"

- 16.1.2 Change "A portable telephone.....use in flight is....**illegal**"

- **17.3.5.4 para. copied from Annex A. Proposal to delete the 2nd. sentence. Vote: AGREED.**

- 17.4 delete "inside the Organizer's country" (see earlier decision)

- **18.3.2.1 Protest period: Tor Johannessen suggested a radical change from 12 to 18 hours and to 2 hours on the last day. VOTE: AGREED.**

- 20.2.2: after discussion, it was **AGREED that the number of launches allowed remains at three.** (Thus 20.2.5, remove "or further").

- **20.4.2 "coordinate points" substitute term "geographical points"**

- **GNSS- or Photo-outlandings** will be added. Pilots can use any fix on their trace. It need not be a Turn Point.

- **List of standard penalties**: to be a copy of the list in the new Annex A

- instead of a "**beer-can**" start, many prefer an arching line, "arc"; for various reasons e:g: collision avoidance, more scope if weather/terrain impose obstacles, etc. Bayreuth is urged to experiment at Bavariaglide '98 and report results in March '99.

**N.B. Non-E.C. pilots must have a visa covering the Czech Republic part of the flight zone.**

**6.2 27th World Gliding Championships, Mafikeng (formerly Mmabatho), South Africa (see Annex H to these Minutes)**

Contest Director Dick Bradley reported, distributing a leaflet with airfield information and the closing report on the 1997 South African National Championships (Annex H) in which 24 World, International and National records were broken and nine 1,000 km. flights achieved in 8 out of a possible 14 days. The site "has proved itself". Future objectives include forming a company to run it.

**6.3 9th European Gliding Championships, Leszno, Poland 18.07-01.08.1998**

The Polish delegate reported. Entries so far: 40 Std. Class, 35 15m and 27 Open from 18 European and 2 other countries.

International Jury: President Smilian Cibic, Italy; Dick Bradley, RSA; and Jerzy Gozdz, Poland.  
Stewards: Tadeas Wala, Slovakia and Fred Weinholtz, Germany plus 1 still to be named.

Rules-see Bulletin 2. As they were late, it was decided to accept the Rules agreed for Bayreuth. A proposed 18m Integrated Class had attracted entries from 5 countries but after discussion it was not permitted (being too soon to be official, it would have been hors concours thus non-contest gliders flying in the task area).

There will be no photo-verification.

(Note: a UK pilot wished to enter as independent but the Rule that entry to FAI Category 1 events is via NACs only was upheld.)

**6.4 10th Open European Club Class Championships, Jihlava, Czech Republic 27.06-07.07.1998**  
(see Annex I to these Minutes)

A very thorough report was presented by Mr J. Vach. Non-"European Union" pilots are reminded of the need for **visas**. The final Bulletin will arrive at the end of May. Primary verification system: GNSS with GNSS- or Photo-back-up. The Start system of a 3km. "keyhole" plus "beercan" caused much discussion on safety as the Organizers want 70 per class. Bureau will decide on a suitable number.

There will be one results list but two cups/medals are ready. Should the winner be non-European, a European Champion can still be declared. There will also be a team contest with rules based on the WGC World Cup.

**6.5 2nd World Championship in the World Class and 11th Open European Women's Gliding Championships, concurrent, Leszno; Poland 1999**

- GNSS only to be used

- the World Class sub-committee and Bureau will approve the Rules for the World Class Championship, based on the new Annex A combined with new ideas for the class.

**6.6 5th European Junior Gliding Championships, Terlet, Netherlands 5-25 July 1999.**

Francis Van Haaff, Contest Director, reported his enthusiasm for the surprise decision (see 5.3 above) to make his event into the **1st World Junior Gliding Championships**. (Sanction fees remain at Junior and not WGC level i.e. zero.) This raises hopes for further sponsors and subsidies, though professional helpers are in short supply. **Entry fees** have been reduced to 750DFI. (**670DM**). At least 2 or 3 **POST tasks** are planned over the 14 days. **Rules** will conform to new Annex A.

**6.7 World Masters Gliding Competition, Omarama NZ 1999**

Cancelled due to serious airspace and other difficulties.

**6.8 World Solar Gliding Challenge, Australia, 1999.**

Postponed to 2000 in parallel with the parent car event.

**7 BIDS FOR FUTURE CHAMPIONSHIPS**

**7.1 10th European Gliding Championships 2000**

This event is awarded to the sole bidder, Luesse, near Berlin, Germany. It is particularly satisfying to the promotion team who inherited a derelict airfield from departing forces and have developed it themselves in record time. History will be further created with a flight zone extending across the Oder into Poland. For economy, 15m and Standard Classes will be launched by winch and only the Open Class by aerotow!

#### **7.2 11th European Club Class Championships 2000**

No bids yet.

#### **7.3-see 7.4 (inadvertent mis-numbering)**

#### **7.4 1st European Gliding Championships 18m Class 1998**

Bids from Leszno and Zielona Gora (both Poland) had to be turned down as the Class has not been established for the required period.(see also 6.3).

#### **7.5 Preliminary bids for World Gliding Championships**

**Ephrata, Washington State, USA** and **Rieti, Italy** announced their intention to present bids for 2003.

### **8 WORLD AIR GAMES**

**Brian Spreckley** volunteered and was appointed to prepare the document for the FAI Council meeting, setting out the IGC view on the candidates. The WAG Sanction Fee is 10,000 CHF. At this reminder, Poland was forced to withdraw her proposed bid, leaving **Austria, Spain and Turkey** in contention. **Eric Mozer** was appointed Media and PR Coordinator for IGC.

A final decision on the venue is due in May. FAI and the organizing nation will sign a contract on the rights to the event.

### **9 PROPOSALS FOR CHANGES IN THE STRUCTURE OF WORLD AND CONTINENTAL CHAMPIONSHIPS**

*Note: Though the points are separated here, they are strongly related and discussions ranged across all three at once.*

#### **9.1 Proposal from AUSTRALIA: World Championships in the Club Class (Annex L of the Agenda)**

Mr Terry Cubley, Australia, wants an event to appeal to the large body of enthusiasts who don't compete in the current classes. He suggests that WGCs for Club Class, PW5s and Ultra-lights should be held at separate venues from the classic classes for safety. The separation of Championship classes was an entirely new principle which Roland Stuck felt could devalue the title of World Champion. Fred Weinholtz recalled that the Club Class has existed for 23 years as a handicapped class with only the handicapping revised annually. Yuri Kuznetsov, Russia, wanted a lower handicap than 90 as it excludes lots of gliders, including the "Russia".

#### **VOTING on Annex L:**

##### **Motion 1**

**That** The IGC establish a World Soaring Championships Class in addition to those for which a World Championships is already organised:-

- 1 (a)** that this additional World Soaring Championships Class be named either the  
(i) World Club Class Championships, or the

(ii) World Sports Class Championships  
depending upon which name the IGC deems the more appropriate.

**1 (b)** that the **PURPOSE** of the additional World Soaring Championships be exactly as expressed in the Sporting Code S3 under 6.7.1.1 (a) (b) and (c)

**1 (c)** that the classification under 6.7.1.2 be extended to include 15m class gliders following the same basic criteria as outlined above.

### **Motion 2**

**That** if the above motions be agreed, then the Sporting Code S. 3 should be amended accordingly.

### **Motion 3**

**That** the IGC appoint appropriate sub committees to consider

- (i) *tasking philosophies*
- (ii) *rules, and*
- (iii) *handicapping systems for the additional world championships*

### **Motion 4**

**That** subject to agreement having been reached on the establishment of an additional World Championships and the timescale for class changes (sect. 6.1) having been met, Australia will present a bid to hold the first such event at Gawler, South Australia, in January 2001 in accordance with a bid document distributed to the meeting on the outcome of the previous motions becoming known.

**Motions 1 and 2: 25 in favour. Agreed**

**Motion 3: Not agreed. The work will be given to the existing Club Class Chairman plus Australia.**

**Motion 4: 19 in favour of the bid.**

**(Note-the nomenclature varies around the world. The name Club Class is confirmed.)**

**9.2 Proposal from USA: future World Championships structure (see Annex M to the Agenda)**

**9.3 Proposal from Tor Johannessen, Rules sub-committee: participation in World and Continental Championships (see Annex N to the Agenda)**

**To help competition gliding remain an individual endeavour, Tor Johannessen had suggested a "Team Class" to promote "team against team" instead of teams against individuals, as is sometimes the case, yet retaining team flying skills. Other classes would then be limited, preferably to one pilot per country. The ideas from both proposals were subsequently crystallized into the following:**

**"- Whereas IGC has established 6 World Gliding Championship Classes, and**

**- whereas IGC believes that gliding competition is primarily an individual sport, be it hereby resolved that, starting in 2003, a restructure of the World Championships take place as follows:**

**1: in 2003:**

- a) the World Class and the Club Class will be added with ONE pilot per NAC per Class
- b) the number of pilots in the Open Class will be reduced to ONE per NAC

**2: In 2005:**

- a) the 18m Class will be added with ONE pilot per NAC.
- b) the number of pilots in the 15m Class will be reduced to ONE per NAC

**3: In 2007:**

- a) the Team Class will be added with ONE team per NAC
- b) the number of pilots in the Standard Class will be reduced to ONE per NAC

**VOTING:** on the principle of one pilot per class per NAC: **16 FOR**, 10 against, 2 abstentions.

**VOTING:** as to this proposal being the way to go: **15 FOR**, 8 against, 5 abstentions.

Note: this time scale is not irrevocable but an indication of how IGC would slowly try to revert to individual competitions.

**10 OSTIV (see Annex C to these Minutes)**

The new President, Prof. Luc Boermans, Netherlands, reported.

**11 EGU (see Annex O to these Minutes)**

President Francois Van Haaff reported. The biggest threat to air sports remains loss of airspace. (Interesting note: Swedish gliding offers a three-day course to help air traffic control staff understand the sport and NZ controllers have a gliding day as part of their training.) The related question of the pressure for transponders by some governments is also of great concern.

**12 BARRON HILTON CUP (see Annex M to these Minutes)**

Annette Reichmann reported. Daimler Benz Aerospace co-sponsor with Barron Hilton. Motor-gliders may now compete. Japan and New Zealand may fly out-returns, other nations, whole triangles. There will be a "Living History of Flight" event ahead of the Barron Hilton Cup.

**13 AWARDS****13.1 Otto LILIENTHAL Medal**

Awarded by unanimous vote to **Dr Manfred Rheinhardt** in recognition of his OSTIV work and 20 year-presidency.

(Note: a standing ovation was given to Prof. Piero Morelli in recognition of his life achievements, culminating in the 1st. World Championship of the World Class 1997. His candidacy was unfortunately invalid due to incomplete formalities.)

**13.2 Pelagia MAJEWSKA Medal**

Awarded to **Hana Zejdova** of the Czech Republic for her record-breaking achievements.

**14 NEW DEVELOPMENTS IN ULTRA-LIGHT GLIDERS (See Annex N to these Minutes)**

Prof. Morelli reported on "a look into the future", with Ultra-light or Light Sailplanes. The phenomenon of "micro-lift" was discussed. (IGC follows developments with great interest and would like to be involved with FAI discussions on this topic as well as on solar- and electric-powered motor-gliders.) It seems that IGC and the Hang-gliding Commission have overlapping interests here and should cooperate rather than create divisions. To this end, Angel Casado was delegated to attend the Hang-gliding Commission meeting in Sintra, Portugal the following week to observe and report.

**15 ELECTIONS**

Prof. Ryder resigned as President, due to his commitments as Director of the 1999 WGC. He was elected President of Honour. Hans Nietlispach, Switzerland, presented him with a copy of his recent book, signed by all present.

**The result of the elections:**

**President of IGC 1998: Tor Johannessen, Norway**

**First VP: Dick Bradley, RSA (Treasurer)**

**Vice-Presidents: Bruno Gantenbrink, Germany**

**Eric Mozer, USA**

**Ake Pettersson, Sweden**

**Tapio Savolainen, Finland**

**Brian Spreckley, GB**

**Mrs Angela Sheard was re-elected Secretary**

**16 DATE AND PLACE OF NEXT MEETING**

Two locations offered to host the 1999 meeting, Rieti, Italy and Seattle, USA. A second vote decided on **Seattle, USA , 12th-13th March 1999.**

**17 ANY OTHER BUSINESS**

17.1 Advance notice of a **South American Gliding Championship** to be held in Brazil, late November **1999**, jointly organized by the Brazilian and the Argentinian Gliding Associations. Good conditions can be expected at this period. Some 30 pilots from at least Argentina, Brazil, Chile, Colombia and Uruguay are expected to compete. Details later from FAI.

17.2 Announcement of the **11,000 km. "Transworld Gliding Challenge", China** expedition, following the migration route of the white stork for 100 days from end April to mid-July **2000**. The goal is to promote east/west friendship at the dawn of the new millenium. Contact: Ing. Helmut Lindpointner, Leharstr. 26: 4020 Linz, Austria, tel/fax: 0732 600 540.

There being no further business, the new President closed the meeting at 19.10hrs. after which the German Aero Club generously hosted a dinner in honour of Peter Ryder in the magnificent "Train Bleu" Restaurant, Gare de Lyons.

These Minutes were prepared by Mrs A. E. Sheard, Secretary IGC.

**List of Annexes to 1998 IGC Minutes**

**A: Treasurer's Statement, D. Bradley**  
**B: GFAC report, I. Strachan**  
**C: OSTIV report, L. Boermans**  
**D: 10th Women's Int'l. EGC, Priedviza, '97, report**  
**E: Motor-Glider Sub-Com. report (2 parts), P. Morelli**  
**F: WGC '97, Saint-Auban, France report, R. Stuck**  
**G: 1st WAG Inonu, Turkey report, F. Weinholtz.**  
**H: Mafikeng 2001 status report, D. Bradley**  
**I: Club Class EGC Jihlava '98 Status report, J. Vach**  
**J: Air Sports and Television-discussion/info. S. Medven**  
**K: 4th E.J.G.C., Musbach, Germany closing report, A. Reich**  
**L: World Class Subcommittee report, P. Morelli**  
**M: Barron Hilton Cup information, Annette Reichmann**  
**O: Draft chapters of revised Sporting Code, Ross Macintyre**