

Proposal from Germany

It is proposed to get rid of any increase in handicap in Club Class for flying with winglets; so far a minus point of 0,01 is applied to the handicap.

This Proposal affects:

Sporting Code Section 3 – None
Annex A Rule – Appendix 3, IGC Handicap List

Reasons supporting the Proposal:

During past IGC sanctioned championships most pilots refrained from flying with winglets although they use them during non championship flights. This is done in order to avoid the 0,01 minus point in handicap.

However most winglets reduce stalling speed of the glider, make stalling behaviour more smooth and winglets typically improve handling behaviour of the gliders during circling in thermals.

This might be advantageous in concentration and situation awareness.

Winglets that are used can only be certified ones (or with permit to fly); flying with or w/o winglets needs to be decided at scrutineering as it is also a mass issue.

This regulation might constitute a minor disadvantage in performance to older gliders that cannot be equipped with winglets. Due to flying with limited wing loading in club class (limited by IGC ref. mass), the advantage in gliding or climbing performance will be minor if at all. Real measured and comparable data with and w/o winglets at the relevant wing loadings are not available.

The definition of Club Class in SC3 6.5.8 writes about preserving the value of older high performance glidersbut it is not an old-timer class that wants to feature it's original delivery configuration. It is a FAI championship class that should not be cut off from any developments and retrofitting possibilities.

Retrofitting club class gliders with winglets can also assist in better preserving the value due to gain in handling.

By now it is also accepted to retrofit club class gliders with the latest technology in instruments, avionics and bug wipers without change in handicap; winglets should be included.