

PROPOSAL TO 2020 IGC PLENARY

Year 1

from the IGC Sporting Code committee

Eliminate glider type from the flight declaration

Discussion: Our committee is aware of claims being denied based on an incorrect glider type entered in the flight declaration; for example, a Ventus 3M has “Ventus 2CXM” entered in its FR. This is caused by pilot error or insufficient knowledge of modern FR operation, mostly when input of glider type is connected with the selection of polar data.

Although these rejections are valid by the current Code, it raises the question of the necessity of listing glider type since the glider’s registration (or NAC-listed contest letter) is sufficient as a unique identifier for record claims and the type of glider flown is irrelevant to badge claims.

Glider type is connected to record class but is not a trustworthy indication of the class (usually it is wing span). Additionally, modern gliders offer wingtip options to change wing span (and class) without a formal change to the glider name. While the pilot may add wingspan version information to the declared type name, this should not be required or trusted.

Glider type will be still required on forms, record listings, etc. and will still be provided within the claim, and confirmed by the Official Observer.

Conclusion: There is no sporting purpose to including glider type in the declaration, it is unfair to the pilot to have a claim denied on incorrect data that is not relevant to the soaring performance, and questions of “what is and what is not” an official glider designation is avoided.

Proposed: Delete the requirement for the glider type to be part of the flight declaration.

The changes to the Code would be:

DECLARATION 1.1.3 The pre-flight recording of pilot name(s), the unique identification of the glider, and any WAY POINT coordinates required by a given SOARING PERFORMANCE.

Reference to “glider type” removed from 2.3.b.

Reference “glider type” in 4.3.2 will remain.