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Report from handicap committee to the IGC 2016 Plenary

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Thanks to active committee members:

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Main activities have been:

Calculations and discussions about how to deal with 20m multiseat class gliders that are heavier than 750kg.

Suggestion to Annex A committee and to Australia how to finalize the year-2 proposal for 20m multi seat class gliders.

Directive to the organizer of WGC2016 Pociunai about usage of handicaps in 20m multi seat class since there has been a special requirements of a NAC for his disabled pilot using a Duo Discus with manual rudder control; and not having the possibility to fly a flapped 20m class glider with manual rudder control since there is no such glider available so far.

Club class:

New challenge in club class especially with the various versions of Std. Cirrus that have different IGC reference masses according to the agreed formula. So the IGC Ref. mass varies from 330kg to 360 kg. Unfortunately not all Cirrus owners or pilots made use of the possibility to increase their mass of non lifting parts . In line with changes of handicap as soon as gliders are heavier than IGC Ref. mass or being light weight in relation to ref. mass (IGC ref. mass – 10kg) – this caused some dissatisfaction and asked for a kind of compromise solution for the JWGC 2015 in Australia; this needs to be thought about and in best case solved for the next club class WGC 2016 in Pociunai.

Outlook:

Basic intention and motivation for future work is to remove the bias given to old gliders in club class. Club class should not become an old timer class with times goes by, instead it should remain a vital class according it's description in SC3 and within it's defined boundary conditions.

Just to mention examples: Pilots should not have the necessity to absolutely fly a 30-40 year old Std. Cirrus but should also fly a 15-30 year old Discus a/b/CS with equal opportunities. Same is with LS1f-LS4-LS7 and ASW19-ASW20-ASW24 and others.