

Report from the IGC Championship Structure Working Group to the IGC Plenary

Introduction

The working group was active during August and September. The intention was to avoid several months of e-mail exchange, but rather have a short period with high activity.

The WG discussed a number of possible scenarios for the future structure. There is however one question that often disturbs the work of the WG:

What are we trying to fix?

Each WG member has his/her own perception of what is wrong with the current system, such as “are we requested to reduce cost?”, “are there really too many competitions?”, “we have too long competitions”, and when we look at cost, is it the cost for IGC or for the Gliding Federation/pilot.

The Scenarios below have been discussed.

“Do Nothing Scenario”

We continue exactly as today.

Reading all of the below, this may be the only scenario we can agree on, even if it is not a satisfactory outcome for the WG members. On the other hand, if the WG has been formed, there must be a wish to change things?

“Minor Adjustments Scenario”

We continue as today, but with small adjustments. These could be:

- to distribute the WGC classes more evenly, e.g. have 4 classes every year. This could suppress the need/wish to have Continental Championships as we have a WGC every year.
- have the classes on only one or two sites every year, e.g. bring women, 13.5 meter and juniors together in one event.
- It is agreed that we need the Club Class for WWGC and JWGC, but it can be discussed if we need the class in the General WGC. There WG is split on this issue.

Make sure the heavy gliders are at the same event, to allow for less powerful tow planes at some events.

There were not many remarks in the WG against this scenario. It could be seen as a first step towards the future.

“Selected Sites Scenario”.

We select 4-5 sites, and run all WGCs until 2030 on these sites. At least one of these sites should be outside Europe. This would make organisation easy and less expensive, no need for new infrastructure, we would all now these sites and the weather in the area. It should have a positive effect on the quality of the events.

- Reducing sites for comps would simplify organisation and reduce cost, but denies other sites the potential advantages from running an international. I doubt it would reduce the need for comp personnel which seems to be one of the key issues. Probable advantage from pilots becoming familiar with the sites.
- Difficult selection of the sites – geographical distribution, criteria, perhaps doubts about clarity of the process;
- Sustainability – will these sites be maintained throughout the period at suitable level?
- Gliding could lose its promotional potential in locations where international sporting event could be used to get some media interest other than for another air crash.
- Is familiarity of the competitors with the site really improving competition quality? One of the most important glider pilot qualities is ability to learn and adapt to new conditions. New site is making competition more challenging and less predictable therefore interesting.

This scenario only received very limited support

“Reduced scenario”

Reduce the number of events and restrict entry to one pilot per class and including more classes in each event. This would mean that:

- Event scheduling would be simpler
- Combining number of entries will sufficient to cover organization costs.
- Each country's total cost of participation would be reduced.
- The number of countries participating in a class will tend to increase.
- The average quality of pilots will might to be higher.
- The perceived value of winning a championship will be increased.
- Selection of participating pilots will be more competitive.

This scenario created a lot of discussion and has gained some support from many WG members.

The WG however have many different issues with the scenario that seems to break the scenario into several different scenarios.

It is not agreed that the number of countries participating and the quality of pilots would increase.

It has been suggested to reduce the frequency of events and only repeat events every 3rd or 4th year.

The reduction to one pilot per NAC per class could be a scenario by its own, without considering the number of classes at the event.

The need to have 6-7 WGC classes has been questioned. Could we do with less classes?

The majority of WG members prefer to leave the 13.5 Meter Class in a separate event for the time being.

The Club Class shall continue in WWGC and JWGC, but it can be questioned if old gliders require a general WGC. There are split views in the WG.

“Segregated task scenario”

Select a particular type of task per class, to make more difference in the way we compete.

13.5-Meter Class: We start to see ways allowing for using the engine during the task. This could lead to a new “energy saving competition form”.

Standard Class: Only Assigned Speed Tasks

15-Meter Class: Sailplane Grand Prix

18-Meter Class: Only Assigned Area Tasks

Open Class: Long distance flights via assigned turn points – they all have the engine to bring them back

20-Meter 2-seater Class: A new task format. You declare your own task 5 minutes before passing the start line. Task will be scored after distance and speed, as today. The most important is to complete the task, second most important is the speed, and the third issue is the distance – an exercise in risk management. This will favour pilots that are good in analysing the weather. There are two pilots on board, so workload is not an issue.

This scenario did not get any support

Conclusion

The CSWG ask the Bureau provide guidance in order to narrow down the problem areas we need to address.

- What are the problems with today’s structure that we have to fix?
- Shall we try to reduce cost for IGC and/or for the NACs?
- Is the number of IGC officials a problem and shall we suggest solutions that would reduce the required amount of officials?

The CSWG recommend to change the calendar along the lines described in the “Minor Adjustment Scenario”.

Consequently, IGC should:

- Invite for bids in September 2017 to organise WGC in 4 classes in 2021, Club, Standard and 15-Meter classes in one event. 13.5 Meter Class could be in the same, or in a separate event, depending on how the future of the 13.5 shall evolve;
- Invite for bids in September 2018 to organise WGC in 2022 for 18-Meter, 20-Meter Two-seater and Open classes as well as for JWGC (Club and Standard) and WWGC (Club and 18-Meter).

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