



**3rd FAI PAN-AMERICAN
GLIDING CHAMPIONSHIP**
29 Jul - 14 Aug 2019



Rules Waiver Request for 3rd FAI Pan-American Gliding Championship

IGC Bureau:

We respectfully request the following waivers to Annex A to Section 3 - Gliding

Part 1. General

1.2.3. Opening Ceremonies

The organizers request permission to hold the opening ceremonies on the morning of the last practice day. The opening would take place from 10:30am until 11:30am followed by a hosted lunch. Pilots wishing to fly the practice day will be open to grid early in the morning prior to the opening ceremonies with the launch commencing following the opening; as determined by the weather conditions of the day. Southern Ontario weather typically suggests a launch time of 12:30-1:00pm which would provide sufficient time for a meaningful task to be flown.

This request is in response to North American contestants who in some cases will face 4 days of driving (one way) to attend the contest. They have asked if we could shorten the time away from work and family for them

1.3 Championship Classes (also Sporting code, Section 3. 5.5.4.and 5.5.6

The organizers request to combine 15m and Standard Class into one handicapped 15m & Standard Class - disposable ballast permitted.

1.3.2 Number of Participants per Class / Number of Countries Participating

The organizers request that the minimum number of participants per class to declare a Champion be reduced from ten participants to nine participants and that the minimum number of countries per class be reduced to three from the current requirement of four countries.

Part 3. National Teams

3.4.3 Pilots

The organizers request that each country be allowed 3 pilots per class in addition to any current champion and that an additional 5 pilots per country per class be accepted as reserve pilots. Reserve pilots to be admitted to the contest as space is available. The order of reserve pilots being admitted to the contest will be determined by FAI country ranking. The Americas effectively draw from five countries and the travel distances in many cases make it necessary to either ship gliders or rent locally.. Accordingly it is possible that not all of the countries will be able to send the allocated number of pilots per class.

Part 4. Technical Requirements

4.2.1 Maximum Takeoff Mass

According to 4.2.1.the organizers will set the following limits to maximum take-off mass to ensure safe launches on all available runways.

- Combined handicapped 15m and Standard Class gliders 500 kg
- 18m Class 550 kg.

Thank you for your consideration.

Virginia Thompson

Contest Manager,
3rd FAI Pan-American Gliding Championship

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Proposed Classes

The contest proposes three classes to maximize the number of gliders available for rent.

1. 18 meter
 - Maximum takeoff weight 550 kg.

2. Combined 15 meter / Standard Class
 - Handicapped
 - Maximum takeoff weight 500 kg.

3. Club Class

Total number of competitors 40

Dates:

Official Practice days: July 30, 31. August 1st, 2019

Opening Ceremony morning of August 1st. 2019

Contest days: August 2- 13, 2019

Closing Ceremonies / Reserve Day: August 14, 2019

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Answers to Renato's Questions.

1) *Please let me know how your team will deal with technical inspection (scrutineering), as per 4.1.2 Each competing sailplane b. Shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown.*

Scrutineering will be available starting July 29 and available until each glider and pilot has been processed. We will ask team captains to coordinate with their team members a day or days and times that will be convenient for them. We expect scrutineering will take approximately 45 minutes per glider and will include a simulated emergency evacuation as has been included at the more recent World competition inspections. We have a core group of club members with experience handling and weigh gliders assisted by other members to help manoeuvre the gliders. As several of our members camp at the club scrutineering can be made available during the day and into the early evening. Rick Sheppe has offered to assist with the technical inspections. Most of the Canadian pilots on the Canadian team are from the host club. As they are typically at the club on the weekends it will be easier to process them early leaving more time available for our guests as they arrive.

2) *Frankly speaking, do you think that SOSA gliding club expectation is to have its operations just lightly disturbed by the PAGC? I haven't been in any World or Continental Championships where local club operations were not heavily affected during the competition.*

In addition to the many times in it's over 60 year history of hosting Local, Provincial and National Championships SOSA hosted the 2018, 2016, 2014 and 2011 Canadian Nationals. Most of the Canadian Team members in the past 10 years to attend World's have been from the SOSA club. Our members are quite aware of the sacrifices they are making to host a Pan-American Championship. It is for that reason the organizers chose the dates of the competition so as they only covered one weekend to minimize the disruption where we can without jeopardizing the quality of the Pam-American Championships. Personally I have been to the world's in Germany, Hungary, Poland, the USA and Australia to crew for my husband. I feel I am quite familiar with the stresses imposed on the host facility by an FAI sanctioned competition.

3) *Did Canada use OLC handicap for both 15m and Standard Class national competitions? For how long? Which are your rules regarding weight when using the OLC handicap? [please enhance your answer with links to examples]*

Canada does not use the OLC handicaps for our National Competitions.

Canada does not run separate 18 meter, 15 meter, standard, club, sports or open Nationals. Due to the limited number of competition pilots in Canada we offer handicapped classes. Most recently we have run what we refer to as an FAI handicapped class and a Club Class which is handicapped. The division of gliders into class is determined by the performance of the gliders; grouping higher performance gliders together and the lower performance gliders together. This is done to make task setting easier and to make it fairer for the competing pilots. In 2018 in anticipation of the pan-American Championship the Canadian Nationals offered an 18 meter class (not handicapped) a Club Class (handicapped) and a Sports Class (handicapped). If you would like to review the tasks and results they may be found at:

<http://silentflight.ca/panam/index.php/results-and-reports>

Canada uses a modified version of the United States handicaps as we also use their scoring system.

The current SSA handicaps can be viewed at <https://www.ssa.org/ContestHandicaps>

The plan for the Pan-American Championships to use the OLC handicap system was based upon several conditions.

- The system is well know and used by pilots world wide.
- We believed the handicaps were based upon the DeAc handicaps.
- The US handicaps are stated in the inverse of the required format for the scoring program (although they could be inverted).

Your question to us has caused us to re-evaluate the plan to use the OLC handicapping system. This re-evaluation is what has caused the delay in responding to your questions. We did additional research, talked to several prominent pilots and organizers.

Here are our results:

- The German Aero Club / OLC list seems to be mainly used for decentralized competitions. See [DMSt-WO 2018ki.pdf](#) attached to this email.
- The handicap list developed for use by the 1st Pan-American Gliding Championship does not cover the gliders we will have in the combined 15 meter Standard handicapped class. We had hoped that if it covered the relevant gliders it might be used as precedent has been set by it's

previous use. The SSA Sports Class, the IGC club class and the DaeC handicap list were used as reference in the development.

- The IGC list of handicaps does not extend to the gliders we anticipate will compete in this 15 meter/Standard handicapped class.

Our Conclusion:

- After much study and discussion with members of our peer group we believe the BGA handicap list to be the most relevant.
- It is based on typical UK weather conditions that in terms of thermal strength and cloud base are most similar to our Southern Ontario conditions.
- The base 100 glider is the LS-8 so the handicaps are centered around the gliders we are expecting in the class
- A truncated version of the list for the gliders most likely to take part in our contest is attached to the email as: BGA(British)han
- The base 100 means that speeds and distances scored will be much closer to the actual achieved speeds than using a system that holds the Standard Cirrus as the base 100 glider.

Accordingly we would like to amend our waiver request to allow for the use of the BGA handicap list for the 15 meter/ Standard Handicapped class.

The Club class will use the IGC guidelines.

4) Did USA use OLC handicap for both 15m and Standard Class national competitions? Which are their rules regarding weight when using the OLC handicap? I thought SSA used their traditional SSA Handicap list which was originally developed by Carl Herold.

[please enhance your answer with links to examples]

The USA has never used the OLC handicaps in any Nationals.

The USA uses the SSA Handicap list originally developed by Carl Herold.

5) Please develop a table with the 15m and Standard Class gliders models expected to attend the competition with

- Exact model
- TCDS maximum take off mass
- wing area by manufacturer
- empty mass by manufacturer
- other relevant data you may want to include

Once approval is received to use the BGA handicap list we will generate a handicap list to be used in the PAGC and publish it in the Local Procedures.

6) Please explain (including numbers like time, height, power) why you need do establish weight limits.7) Please explain how you defined 500kgf for 15m/Std and 550kgf for 18m.

SOSA Gliding Club has six runways. The shorter cross runways will be used for parking and watering of gliders and as such will not be active during the contest.

The four runways that will be used have trees and or power lines at the ends. In past competitions the club has imposed weight restrictions on gliders to assure safe tows with sufficient altitude to clear the trees in the event of a rope break. In past the 18 meter has been limited to 500 kg and the other ballasted gliders to 450kg. At the Canadian Nationals last year we re-evaluated the restrictions and decided based upon the strength of the clubs tow planes that we could safely launch the 18 meter class at 550kg and the 15 meter/Standard handicapped class at 500 kg. This is in part due to some additional tree clearing and pruning at the end of the runways and observation of the altitudes being attained during launches at various field conditions. The field weight limitation is not imposed during regular club operations. As a result we have evidence that fully ballasted Gliders can tow safely out of the field. The weight restrictions are necessary due to the number of anticipated gliders and the runway length used for the grid.