

Proposal to IGC plenary 2017

Proposal for changes to Club class

Up to date all major competitions in club class see a majority of competing gliders of the early 70's. Glider of 40-45-year old seem to set the standard.

In order to get a larger number of more modern and safer gliders competitive in the club class a significant change to the class rules is proposed;

- Introduce disposable ballast

Introduce disposable ballast in one of two ways:

- Introduce a maximum mass: A maximum which is clearly less than MTOM of Std/15M-class as this will still keep many gliders interesting for club class. For example 425kg.
- Introduce a maximum wing loading: A class maximum will lead to maximum masses per glider type and can be listed in the same form as the current IGC ref. mass

In the current club class many Std.Cirrus, Std.Libelle or LS1 are being flown, mostly in favor of their handicap. Many LS4, Discus, Pegase etc are not flown at high level competition. Gliders with a more docile handling and often equipped with a higher standard safety cockpit. A group of gliders of which many are available and are still very well affordable.

The proposed rule change will make the 'middle' and 'higher' segment of the eligible gliders more competitive. A shift is foreseen to ASW19/Std.Jantar/Pegase/LS4 etc. While unchanging the spirit of the club class; creating a class for older, affordable gliders available to a wide range of pilots.

Additional operational and safety benefits of introducing disposable ballast are:

- More equal flying envelope as other classes; especially when thermalling less speed differences will occur between club class and standard, 15M of 20M class.
- Pilots will optimize their gliders to low weights again, in order to be able to fly at low wing loads when conditions prevail. Therefore also landing weight and thus speeds can be lighter when landing out.