INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

Submit the proposal via email to IGC Secretary.

Date: *30. September 2018*

Proposal submitted by: *Aero Club of Poland*

This proposal is a:

Year-1	X	Year-2		Other	

mark the boxes with X as appropriate

Type the text changes in the space below *(show deletions as ~~strike-through~~ and additions as* **bold underlined***):*

~~5.5.4 15 metre Class The only limitation is a maximum span of 15,000 mm.~~

5.5.6 Standard Class

a. WINGS The span must not exceed 15,000 mm. ~~Any method of changing the wing profile other than by normal use of the ailerons is prohibited. Lift increasing devices are prohibited, even if unusable.~~

b. AIR BRAKES The glider must be fitted with air brakes that cannot be used to increase performance.

Drag parachutes are prohibited.

c. WHEEL The undercarriage may be fixed or retractable. The main landing wheel shall be at least 300 mm in diameter and 100 mm in width.

d. BALLAST Disposable ballast is permitted.

For types of gliders flown for the first time after 01.01.2019 – MTOM <= 499.5 kg, wing area >= 9.0 m^2. Older gliders with a wing area below 9.0 m^2 can be classified as Standard, provided – MTOM <= 499.5 kg, wing loading <= 55.50 kg/m^2.

Type the reasons in the space below:

From one point of view we could observe stagnation of Standard class development, the most modern gliders are relatively old designs. On the other hand, more complex, more expensive, heavier classes are developing dynamically (Open, 2M, 18m).

It may be the time to redefine the Standard class and restore its position in gliding sport. Modern gliders are still needed, at a reasonable price and friendlier (lighter) to handling.

MTOM 499.5 kg (not 500 kg), among others due to the much lower amount of insurance in Europe (where 500 kg is the limit weight). 499.5 kg is a little less than 525 kg, and will reduce costs, improve flight handling and safety, and only slightly affects the performance.

Such a definition will partially standardize the shape of the glider and help, among others, move away from the designers' strive to optimize the design mainly by increase of the wing loading, and put more focus on airfoil development, optimization of fuselage, empennage and other important elements. Comparison of the performance of individual structures will become less ambiguous.

The new Standard class shall start from turn of 2023/2024. In exchange, joint of current Std and 15m classes (or in other words - deletion of the current 15 m class).

Provide supporting data or reference to external documents for the proposed technical amendments in the space below:

Continue on the next page(s) if necessary

The proposal should be applicable from: October 2023

Sporting Code Volume: Sporting Code Section 3 – Gliding

Version/Edition: 2018

Heading of section: Chapter 5 GLIDER CLASSES and INTERNATIONAL COMPETITIONS

Number & heading of the paragraph:

5.5.4 15 metre Class

5.5.6 Standard Class

Page number(s) if appropriate: 15

See the next page!

Approved Amendment (if applicable):

Final Wording of Proposal:

Overall Votes Cast: ☐ For: ☐ Against: ☐ Abstain: ☐

ADOPTED: Yes: ☐ No: ☐