PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

A 13.5m racing class be created to allow all eligible[1] gliders and motor gliders[2] with a wingspan of less than 13.5m to participate in IGC international competitions. This new racing class will subsume and replace the current FAI World Class at WGC and international competitions.

Proposed changes are to be effective as of April 1, 2014.

This Proposal affects:

Sporting Code Section 3 – Replace the definition of the World Class in section 6.5.5 with the definition of the 13.5m Class. Remove the wording "(except the World Class)" in section 6.4

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- 13.5m provides a sufficient and clean separation from other existing classes while covering a large fleet at the light-end of soaring.
- The 13.5m Class will provides a "racing home" in IGC for many gliders and motor gliders at the light-end that currently do not currently have one.
- The 13.5m Class will significantly enlarge participation in IGC events from the light-end of Soaring.
- The 13.5m Class will fill a void at the light-end of soaring, bridge the gap with the light sport aviation, and draw new membership.

[1] Eligibility for participation in IGC international competitions is defined in Sporting Code Section 3 (2009 Edition, valid from 1 October 2009), para. 6.1.6: A glider must hold a valid Certificate of Airworthiness or Permit to Fly that does not exclude competition flight and comply with the conditions of its airworthiness documents

[2] SC3, para. 6.4: Motor gliders are integrated into the other championship classes (except the World Class) under championship rules for motor gliders (Annex A refers).
SC3-A, para. 1.3.3: Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

The 13.5m Class use handicaps[3] to equalize the performance of competing gliders as much as possible and allow older and newer models to participate.

Proposed changes are to be effective as of April 1, 2014

This Proposal affects:

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- Handicaps provide fairer competition among gliders of potentially widely different performances.
- Handicapping is already used at WGC of the Club Class and at many national contests of "mixed classes."
- Handicapping allows older and newer models to participate, thereby increasing the fleet of participating gliders and the number of interested pilots.
- Fulfills the intent of IGC SC3, para. 6.2.
- Handicapping prevents "take over" of the class by a reduced set of "latest and greatest" models and the associated cost creep for competitiveness.
- Handicapping allows greater participation opportunities, particularly from less financially fortunate pilots and countries.
- Supports greater participation within individual countries.

[3] Handicapping is defined in SC3 para. 6.2: The purpose of handicapping shall be to equalize the performance of competing gliders as far as possible. The handicap values used shall be directly proportional to the expected cross-country speeds of gliders in typical soaring conditions for the competition concerned.

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

The 13.5m class use a "no ballast that may be jettisoned in flight" rule.

Proposed changes are to be effective as of April 1, 2014.

This Proposal affects:

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- No-ballast is naturally suited for the "light-end"
- All currently eligible gliders and motor gliders that are potential participants in the class already fulfill this rule
- No-ballast reduces the complexity of future designs
- No-ballast reduces the cost of future designs
- No-ballast reduces the burden on contest organizers (water availability, tow plane power, etc.)
- No-ballast effectively prevents high MTOW and high wing loading, without setting an arbitrary MTOW. A MTOW would eliminate many gliders and motor gliders that could participate at the on-set of the class, while doing nothing to make competition fairer or "equalize" glider performance.
- No-ballast is popular at the light-end, and in water-sensitive areas.
- No-ballast supports water conservation and the environmental image of Soaring

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

To increase competitive opportunities and participation in countries with large fleet of particular gliders, monotype (single-design) sub-classes may be defined in competitions of the 13.5m Class, with additional scoring kept for each sub-class. A sub-class is defined as any set of at least N gliders of the same model and unmodified, officially registered in a particular competition. The suggested minimum number N for a sub-class at a WGC is 10.

Proposed changes are to be effective as of April 1, 2014.

This Proposal affects:

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- Greater flexibility in individual countries to cater to their specific fleet and grow participation and membership.
- Foster attraction and/or retention of grass root movements in individual countries.
- Augments incentives for participation (e.g., titles and awards at local, national and World levels).
- Keeping additional score sheets at contests is no burden with today's electronic and computational resources.
- For WGC, the number N=10 is suggested as per paragraph 1.3.2 of Annex A of SC3. Countries can adapt the number N to their specific fleet and national rules.
- Maintains within IGC rules the concept of "single design" racing at the light-end.
- Provides a message to future light-end grass root movements that opportunities within IGC are not bounded by legacy.
- Allows future design trends to emerge through popularity of use rather than being constrained by arbitrary limits and boundaries.