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Notification of DAeC proposals for changes to the FAI Sporting Code Section 3

1) Amendment to Annex A 5.4 “Control Procedures”

Actual wording 5.4. d): The engine must be started or run...., as soon as possible,

“as soon as possible” should be replaced by the wording
“**immediately** (within 5 minutes) after release”

The amendment in wording will incorporate a more precise way of acting for the pilots.

(Annotation: Individual benefits for pilots using their engine e.g. on their way to the start line 29 minutes after release (as occurred during EGC2007 in Lithuania, no penalties) can thus be avoided to grant)

2) Amendment to Annex A 5.4 “Control Procedures”

Additional regulation/additional paragraph

“**All** logger files of a competitor have to be made available for evaluation on **each** (competition) day to the championship directors”

Reason pro: Enables identifying tracking violation of restricted airspace, hazardous and dangerous flying, the unallowed usage of the engine etc., also in the case of landing and re-launch on a competition day, or in the case of neutralisation (in the air) after start.

3) Amendment to Annex A 8.9 “List of approved penalties” Dangerous and hazardous flying

Corresponding to the penalty regulation “Flying above the altitude limit” we recommend introducing an equivalent penalty regulation to the exceeding of maximum speed when crossing start line or/and finish line (max speed as defined in the briefing or in the local rules).

“Exceeding max speed crossing start line” 1 pt / km/h
“Exceeding max speed crossing finish line” 1 pt / km/h

In case of subsequent offence the formula $n \times \text{pts} / \text{km/h}$ should also be applied

Reason pro: A speed limitation for start line crossing and a speed limitation for crossing of the finish line could both be an important inherent part of a competition safety concept within the local rules and an effective measure to improve safety.

(Annotation: The intention is not to introduce a speed limitation in general, we are only proposing an amendment to the penalty list)

4) Amendment to Sporting Code Chapter 7.6 “World Championships” - especially to 7.7.6 Club Class & IGC Handicap List

Our intention is to introduce a regulation which is limiting the **maximum wingloading** of **Club Class gliders**, e.g. to max **37 kg/m²** .

The goal is to simplify rules and procedures for pilots and for organisers of a competition in club class. Special advantages of the above regulation are:

- No reference mass for each type of glider (Handicap List) has to be defined. (Each glider is allowed to a maximum mass which can easily be derived from the wing area)
- Weighing procedures are much simplified (they will be just the same as in the other classes, with random checks)
- Flight performance of gliders with about the same wingloading are much better comparable, better handicapping could be adopted in future

Enabling further simplification, the pilot additionally should decide on ballasting the glider with fixed ballast or with (variable) water ballast (if at least possible)

Our proposal thus also includes evaluating the cancelling 7.7.6 b). (*“water ballast not permitted”*)

Reason pro: It has been evident in the past that by installing a large amount of fixed ballast in the fuselage, the allowed weight of the non-lifting parts of the gliders (*Gewicht der nichttragenden Teile*) has often been exceeded, club class gliders have frequently been flown (also at wgc's) outside legal conditions of airworthiness. Admitting water ballast (possible would only be a small amount of) could contribute to improve safety and to legality.

(We would like to remind that “Primary purpose of class (club class) is to preserve the value of older high performance gliders, to provide inexpensive international championships,”, as outlined in 7.7.6)

We are appreciating a discussion on whether an appropriate malus factor should be applied in case of exceeding the max wingloading (e.g. 37 kg/m²).

5) Establishing “Continental Records” in the FAI Sporting Code –Section 3 Amendment to Chapter 3 “World gliding records”

The proposal implies three parts: a) the implementation of **continental records** into the sporting code regulation frame, b) the reduction of the number of types of world record flights (*as displayed in table 1 of sporting code*) c) to combine world record classes.

a) Introduction of continental records into the FAI sporting code

The multiple benefit of establishing continental records (e.g. European records) in the framework seems evident:

- Continental records open record categories to a broader range of pilots (*also to the younger and more “unknown” ones*) in our sport. A growing number of pilots on different continents might be encouraged to start record flying and to attempt giving best performance.
- It would be possible to fly records not only in wave but also under pure thermal or mixed conditions.
- Motivation will also be created to investigate unexplored areas (with respect to gliding) for their gliding potential and soaring possibilities (Eastern Europe, North Africa, etc....)
- **Most important:**
Flying records, e.g. a European record, will surely help us to attract media attention, thus moving our sport into the spotlight of public awareness! We all know that we need headlines and that we need heroes!
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- *Please keep also in mind that the extraordinary and successful Barron Hilton Cup is based on a continental scoring!*

b) Reduction of the number of types of world records

The second part of our proposal – reducing the number of types of world records - and also the third part is mainly attracted to balancing the workload of the FAI bureau.

The proposals also might contribute to simplify the rules.

(Annotation: If we consider all kind of possibilities to fly a world record up to 1500 km, we have at present a total number of more than 140 different records ((8x4x2) = 56 distance records, (3x4x2) + (7x4x2) = 80 speed records and (2x2) = 4 altitude records))

Our proposal (concerning 3.1.4 of sporting code section 3), to be discussed:

a) distance records (3.1.4 a) to h))

it is intended to maintain all types of distance records a) to d)

(“way points claimed post flight”)

we propose to cancel all type of record flights e) to h)

(“pre-declared goals or turn points”)

b) speed records (3.1.4 i, j)

We propose all speed records requiring a **pre-declaration of turn points**

And speed record flights only over 500 km and 1000 km distance

c) Reducing number of world record classes 1.0.4

We propose to combine World class and Ultralight classes in one world record class (e.g. “Light glider” world records)

The three parts a), b,) c), of proposal 5 of course can be treated separately

Summarized statement

Establishing continental records can create new movement in long distance flying and can help to push gliding on different continents to new levels of performance all over the world. It is worth to go!