

## US PROPOSAL FOR CLASS 2 GLIDERS

We propose:

Class 2 gliders are allowed to launch from a slope by using one of the following options:

1. Foot launching per Section 7, 1.4.1.
2. Launching on wheels integral to the design and being propelled by the pilot's legs or by an official pusher (see discussion below).
3. Launching on a temporary wheel system known as a "dolly" or "launch cart" which remains on the ground after an official pusher accelerates the glider to flying speed (see discussion below).

Discussion:

The main purpose of this proposal is to increase safety and to open up class 2 competition to mountain launches instead of only tow launches as has been the case for nearly twenty years. The only new proposal is the launch on the dolly. In fact, dollies are allowed in tow launch situations according to 1.4.2. Therefore, simply adding the italicized words in the first bullet point of 1.4.2: "For competition where launching is by tow, *or in Class 2*, wheels, including those which are dropped immediately after takeoff, may be permitted by the organizers provided it *remains a Class 2 glider.*"

A dolly or cart used for launch purposes may be supplied by the pilot, or supplied by the organizer if so desired. However, each design of glider may have different fittings or structures that require different spacing and dolly sizes, so for the initiation of dolly launches, it should be expected that pilots will bring their own dollies. In the future, perhaps a manufacturer or pilots association will set dolly standards, but for the time being, this isn't necessary. In a like manner, it will be easiest for the "pusher" or launch assistant to be provided for by the pilot in the same way a retrieve driver is provided for. Local regulations should include a rule that a pilot's pusher is responsible for the pilot's safety and quality of launch. A retry may or may not be allowed for an unsuccessful launch. It should be possible for multiple teams to employ one pusher. Also, an organizer who wishes to supply a pusher for a fee may do so, along with local regulations stating the pusher is not responsible for the safety or quality of launch for any pilot.

It should be noted that slope dolly launches have been practiced for Class 2 gliders for several years. The launches are easy, safe and pilot friendly. We can connect interested parties to pilots performing these launches. There may be an interest in developing dollies for different gliders and methods of securing the dollies so they don't continue down the hill, but the current experience renders these matters trivial or easily solved. Again, the main purpose of this proposal is to open many more sites up for Class 2 competition.