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*Fédération  
Aéronautique  
Internationale*

# Minutes

Of the  
**Annual Meeting**  
Of the  
**FAI Gliding Commission (IGC)**

Held in Lausanne, Switzerland  
**Friday 27<sup>th</sup> and Saturday 28<sup>th</sup> February 2015**

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*Note: The agenda together with all reports, documents and proposals, as well as nominations for people having received awards, can be found on the FAI web:*

## **1. Opening (Mr. Eric Mozer)**

IGC President Eric Mozer called the meeting to order and requested the observation of a moment of silence in honour of friends and colleagues lost in the previous year.

The President then welcomed the Delegates to the 2015 IGC Plenary meeting and thanked them for coming to Lausanne

### **1.1 Roll Calls (Mr. Visa-Matti Leinikki)**

Mr. Visa-Matti Leinikki, FAI IT Manager, called the roll. It was determined that 32 votes were present including 4 proxies (from Argentina to Spain from Ireland to the UK, from Latvia to Lithuania and from Serbia to Hungary) thus 17 votes would be required for an absolute majority on any ballot, and 22 votes for a 2/3rds majority.

Mr. Leinikki again called the roll at the beginning of the second day, Saturday 27th February. There were now 33 votes present including the 4 proxies, still requiring 17 votes for an absolute majority on any ballot, and 22 votes for a 2/3rds majority.

### **1.2 Administrative Matters (Mr. Peter Eriksen)**

Mr. Tor Johannessen and Mr. Bob Bickers were appointed to oversee the counting of ballots during the meeting in case the FAI electronic voting system, used during secret ballots, failed.

The IGC Secretary Peter Eriksen briefed the meeting about the practicalities for the Friday evening dinner. All delegates, meeting participants, companions and FAI staff were invited to a reception followed by a dinner at hotel Beau Rivage. The dinner was sponsored by Mr. Bernald Smith, former United States Delegate and member or chairman of a number of IGC and FAI Working Groups.

The President then asked people that were participating in the IGC meeting for the first time to present themselves.

### **1.3 Conflict of Interest (Mr. Eric Mozer)**

The President asked the meeting participants to declare any conflicts of interest, which was done.

## **2. Minutes of previous meeting, Varese 7<sup>th</sup> and 8<sup>th</sup> March 2014 (Mr. Peter Eriksen)**

The Secretary presented the minutes of the previous meeting held in Varese 7<sup>th</sup> and 8<sup>th</sup> March 2014.

The Belgian delegate Patrick Pauwels mentioned that he had made a plea under Any Other Business for pilots to fly respectfully under competitions and pay attention to their competitors.

With this remark, the minutes were unanimously approved. A revised version (V2.1) of the Minutes of the 2014 IGC meeting has been uploaded to the FAI web.

## **3. IGC President's report (Mr. Eric Mozer)**

The IGC President referred to the written report circulated before the meeting and added that it had been a good year attributable to hard working committees, a dynamic Bureau, and a workload that was steady and manageable.

Mr. Mozer saw opportunities in the future that he would come back to later during the meeting. He asked all the delegates to contribute to the future work.

The President's report was unanimously accepted.

## **4. FAI Matters**

### **4.1 Update from FAI (Ms. Susanne Schödel)**

Ms. Susanne Schödel, FAI General Secretary, thanked the delegates for the friendly reception. During the past year she had attended most of the 11 Air Sport Commission meetings and she was amazed by the amount of work these Commissions undertook.

Ms. Schödel felt that one of the areas where FAI could help the air sports was to further develop and facilitate cooperation between the air sports. This could be done by organising the annual meetings of the Air Sports together with the FAI General Conference and organise activities that could interest many air sports together and establish more connection between the air sports. She asked the meeting if this format would be of interest and received a positive response.

Ms. Schödel then briefed on the focus of the 8 staff members working in the FAI Head Office (HO). The staff;

- help implement the FAI business plan,
- produce the annual report on air sports development,
- support and issue FAI Awards and Diplomas,
- assist with Commission procedures,
- maintain the archives of FAI,
- homologate all air and space records,
- maintain FAI accounts and collect all payments,
- maintain electronic communication with constituent elements of FAI and air sports community at large,
- publish all information regarding FAI's activities and meetings, list of current records, Commission reports, results of Championships, medals and diplomas, lists of Commission delegates, FAI calendar.

There has been a steady increase in number of sanctioned competitions, which is also increasing the workload in the HO.

There are about 250 World or Continental Record Claims per year, 85% being World Records. The goal is to speed up the process of ratification. There is currently a discussion about claim format (paper/electronic) and procedures (via NAC or without).

Ms. Schödel reported the good news of the lighter requirement from WADA for out of competition testing.

With regard to the FAI strategy, the aim was to achieve increased visibility leading to more business through high profile events. One of the key events, also recognised by Breitling, is the FAI/IGC Sailplane Grand Prix.

An Olympic television channel is under development, and gliding will have access to this.

There are currently 110 members of FAI, and 40.000 sporting licenses are issued annually. More than 2,500 persons have an active function within FAI.

About the World Air Games (WAG), the aim is to bring together every 4 years the best athletes of World Air Sports in a major event, to compete, to demonstrate the professionalism and to promote their discipline, while inspiring future generations.

The next WAG is planned in Dubai 1<sup>st</sup> to 12<sup>th</sup> December 2015. Around 25 disciplines and 750 athletes plus officials will meet.

IGC has developed the IGC Efficiency Challenge Cup. 10 Pilots are expected to compete with 1-2 self-launching double-seaters.

Mr. Mozer thanked Ms. Schödel for her report and promised to give more details about the WAG later during the meeting.

## **5. Finance (Mr. Dick Bradley)**

The 2014 Financial statement and 2015 budget is available for download at the FAI web.

### **5.1 Treasurers Report and 2014 Financial Statement**

The IGC Treasurer Dick Bradley presented the 2014 Finance Report and the 2015 budget.

The 2014 report showed an income of 52,771EUR. The expenditure was 46,483EUR plus investment 14,346EUR, so overall a very satisfactory result, even though the reserves were reduced by 8,052EUR to 97,346EUR.

There were no questions to the Financial Report that was unanimously accepted by the meeting.

## **5.2 2015 and 2016 Budget**

The 2015 budget showed income of 47,250EUR and expenditure of 58,260EUR. The expense level is slightly greater than the income due to the high number of IGC sanctioned competition where IGC pay the cost of the officials.

The budgeted 2016 income was 2,285EUR higher than the expenditure.

## **6. Reports not requiring voting**

(All received reports are available for download on the FAI web-site)

### **6.1 OSTIV report (Dr. Loek Boermans)**

The OSTIV President, Dr. Loek Boermans presented the OSTIV Report

Mr. Boermans reminded the meeting that a special OSTIV Congress would take place from 17:00 and of the importance for the OSTIV members to participate here. A new Board including a new president would be elected at this meeting. Loek had decided to resign and recommended strongly to elect Dr. Rolf Radespiel as new President for OSTIV.

Mr. Mozer thanked the OSTIV president for all his effort: "I don't think that I can overstate the importance of the work Loek and OSTIV have done. We would not have been flying as safely, with as high performance sailplanes, and with such good weather information had OSTIV not been so active."

### **6.2 Standing Committees**

#### **6.2.1 Sporting Code Section 3D Report and 2014 version (Mr. Ross Macintyre)**

Mr. Ross Macintyre referred to the written report, but had two additional points that he would like to emphasise.

There is a conflict between Annex A and the main body of the Sporting Code that we need to sort out very soon.

We have asked two new people to join the Working Group. Mr. Wojciech Scigala, Poland and Mr. Howard Mills, Germany. The two new members of the Sporting Code Committee were unanimously elected by the meeting.

#### **6.2.2 Sporting Code Section 3D, Annex A (Mr. Rick Sheppe)**

Mr. Rick Sheppe had nothing to add to the report.

##### **6.2.2.a Sporting Code Section 3D, Annex A Handicaps (Mr. Christof Geissler)**

Mr. Christof Geissler thanked the members of the committee for their work. The Club Class and the 20 metre multi place Class coefficients had both reached good maturity and currently there is not too much work. Two members of the Handicap Committee are stepping back and he will ask the Bureau to accept two new members of the Committee in the coming weeks.

#### **6.2.3 Sporting Code Section 3D, Annex D (Mr. Brian Spreckley)**

Mr. Brian Spreckley added that the Ranking List now is 10 years old and that he was looking for someone to take over the management of the Ranking List.

#### **6.2.4 Air Traffic, Navigation, Display Systems. (ANDS) Report (Mr. Bernald Smith)**

Mr. Bernald Smith asked the meeting to consider a new chairman for ANDS. He stressed the importance of the Committee.

(Mr. Rick Sheppe, USA delegate, was later in the meeting appointed Chairman of ANDS)

#### **6.2.5 GNSS Flight Recorder Approval Committee (GFAC) Report (Mr. Ian Strachan)**

Mr. Strachan reported that the IGC Flight Recorder now could celebrate its 20<sup>th</sup> anniversary. During the 20 years, 50 Flight recorders from 18 different manufacturers had been approved. Two new Flight Recorders were currently in the approval process.

Mr. Hans Trautenberg and Mr. Tim Shirley were re-elected as members of GFAC for two years.

Mr. Strachan recommended to consider moving away from the FAI Sphere to WGS-84 as earth model for records and competition scoring.

## **6.2.6 Championship Management Committee Report (Mr. Dick Bradley)**

Mr. Bradley reported that it was more and more difficult to find officials for the competitions and hoped the new Championships Structure Working Group (CSWG) could develop a proposal that would reduce the number of competitions.

Mr. Sheppe: “How many competitions do we have in the coming years?”

Mr. Bradley: “In 2015 we have 3 World Championships and 3 Continental Championships, in 2016 2 World Championships.

Mr. Smith: “The FAI Environmental Commission is considering a proposal to evaluate the environmental performance of a competition.”

The FAI Secretary General added that a simple way of auditing the environmental performance of a competition was under development.

Mr. Spreckley reported that the Stewards Group at their meeting the day before had discussed the use of FLARM during competitions to avoid that pilots spending too much time looking at their FLARM device. FLARM is in the process of developing a new Stealth Mode. The 2015 competitions will be used to evaluate this new Stealth mode and maybe recommend changes to the way FLARM is used.

Training of new Stewards has high priority. New Stewards are urgently needed, but it is difficult to find people with the right skills.

The Stewards Forum on the internet is not used and has to be re-thought.

Review of Stewards Reports show quite significant problems at some competitions. We are discussing how we can bring Competition Directors into our understanding of how a competition should be managed.

## **6.3 Working Groups**

### **6.3.1 Country Development (Mr. Alexander Georgas)**

Mr. Alexander Georgas encouraged countries not listed in the Country Development report to provide the missing information as soon as possible.

Mr. Reno Filla, Swedish Delegate, asked if the report had been distributed.

Mr. Georgas replied that the report had been uploaded to the web shortly before the meeting.

### **6.3.2 History Committee (Mr. Tor Johannessen)**

Mr. Tor Johannessen had nothing to add to the written report.

### **6.3.3 Scoring Software Testing (Mr. Rick Sheppe)**

Mr. Rick Sheppe added that the business is quiet due to the excellent cooperation between the scorers and one vendor used for many competitions, and thanked Naviter for doing a good job.

### **6.3.4 Safety (Mr. René Vidal)**

Mr. René Vidal mentioned that during the stewards meeting the safety items, and how to handle them during scrutineering, had been discussed. The recommendations are not always followed. This will now be part of the template of the scrutineering.

People are needed to support developing the safety videos, in particular people with knowledge about the different media.

OSTIV will support the collection and analysis of accident data from competitions.

### **6.3.5 Championship Structure (Mr. Christof Geissler)**

Mr. Mozer explained the reason for reinitiating this Working Group which was decided at the Bureau meeting in October 2014. Every 10 years it is time to take a look on where we are and where we want to go with our Championships. Mr. Christof Geissler was appointed chairman and will report to the bureau in October 2015.

The Terms of Reference are in the report published on the web. The plan is to deliver the final report to the Plenary in March 2016.

Mr. Mozer wished Mr. Geissler good luck with the difficult task.

Mr. Geissler responded that he would invite members to the WG right after the Plenary.

## **6.4 IGC Representatives**

### **6.4.1 CASI Report (FAI Air Sport General Commission) (Mr. Tor Johannessen)**

Mr. Johannessen had nothing to add to the report

### **6.4.2 EGU/EASA (Mr. Patrick Pauwels)**

Mr. Patrick Pauwels referred to the written report and emphasised the importance that all European countries were member of EGU.

### **6.4.3 Environmental Commission Report (Mr. Bernald Smith)**

Mr. Smith repeated that the Turkish member of the FAI Environmental Commission had developed an interesting and simple way to evaluate the environmental performance of a gliding competition.

### **6.4.4 FAI Medical Commission (Dr. Jürgen Knüppel)**

Dr. Jürgen Knüppel was not able to be present at the meeting.

### **6.4.5 On-Line Contest Report (Mr. Christof Geissler)**

Mr. Reiner Rose reported that Segelflugszene has renewed the Memorandum of Understanding with FAI and its status as affiliate to FAI. He thanked the delegates for the strong support and intensive use of the On-Line Contest.

## **6.5 IGC Specialists**

### **6.5.1 Trophy Management (Mrs. Marina Vigorito)**

Mrs Marina Vigorito thanked the Finnish federation for offering a trophy for the 20-meter multi seat world Championship.

### **6.5.2 IGC Journalists**

Mr. Mozer explained that a new IGC Media group would be formed including the IGC journalists, the IGC website and other social media.

### **6.5.3 IGC Website (Mr. Rick Sheppe)**

Mr. Sheppe had nothing to add.

## **7. Championships (Mr. Dick Bradley)**

### **7.1 Past & Future Championships**

#### **7.1.1 33rd FAI World Gliding Championships, 2014, Leszno, Poland (Flapped classes)**

The Polish Delegate Mr. Artur Rutkowski mentioned that the WGC in Leszno had not been conducted exactly as they had hoped and apologized for this. He expressed his hope that Poland would get another chance to show that this was a one-off case.

#### **7.1.2 33rd FAI World Gliding Championships 2014, Räyskälä, Finland (Club, Std., 20m)**

There was nothing to add. The competition was successful in all aspects.

#### **7.1.3 1st FAI World 13.5m Class Gliding Championship, Pociunai, Lithuania**

The Lithuanian Delegate, Mr. Vytautas Sabeckis, reported that currently 6 countries and a total of 16 pilots currently were registered. He expected 3 more countries to participate.

#### **7.1.4 8th FAI Women's World Gliding Championship 2015, Arnborg, Denmark**

The Danish Alternate Delegate Mr. Øjvind Frank reported on the preparations of the competition and stressed that the main objective was to have a safe event.

#### **7.1.5 9th FAI Junior World Gliding Championships 2015, Narromine, Australia**

Mr. Terry Cubley, Australian Delegate, reported on the preparation and mentioned that in order to have a stable financial situation, the currency exchange rate would be fixed in the near future. The amount of Australian Dollars to pay the entry fee of 600EUR will be determined. Participants are welcome to pay early if they want to freeze the entry fee.

### **7.1.6 34th FAI World Gliding Championships 2016, Pociunai, Lithuania (Club, Std., 20m)**

Mr. Boermans asked the organisers if there were facilities for the OSTIV conference available at the airfield.

Mr. Sabeckis, responded that a new building with a meeting room hosting up to 50 persons was available.

### **7.1.7 34th FAI World Gliding Championships 2016, Benalla, Australia (15m. 18m. Open)**

Mr. Cubley reported that the Web site would go active during 2015.

The Australian Nationals, a handicapped event for Open, 18-Meter and 15-meter classes would take place at Benalla next summer.

### **7.1.8 2nd FAI World 13.5m Class Gliding Championship 2017, Leszno, Poland**

Mr. Rutkowski had nothing to report.

### **7.1.9 9th FAI Women's World Gliding Championship 2017, Zbraslavice, Czech Republic**

The Czech Delegate Mr. Jiri Cihlar reported that the preparation team was active and the web site will be active by end of the year.

### **7.1.10 10th FAI Junior World Gliding Championships 2017, Pociunai, Lithuania**

Nothing to report.

### **7.1.11 1st FAI Pan American Gliding Championships 2015, Chilhowee, USA**

Mr. Sheppe reported that the Local Procedures were approved, the website was active. He thanked Mr. Rutkowski and Mr. Geissler for the support with the handicap indexes.

Unfortunately only four countries would participate.

### **7.1.12 18th FAI European Gliding Championships 2015, Ocseny Hungary**

The Competition Director Mr. József Koller was present and gave a short report on the preparations.

Mr. Bradley asked about the cost of aerotows. In the bid the price was set to 55EUR, but it had been increased to 60EUR. If fuel prices remained low he saw no reason for the increase in price.

Later in the meeting, Hungary, after contact with the local organising committee, promised that the price would remain at 55EUR, as stated in the bid.

### **7.1.13 18th FAI European Gliding Championships 2015, Rieti, Italy**

Mrs Vigorito reported that all the facilities were ready. Strong support had been received from local authorities.

Rieti had also announced an increase in the cost of aerotows. Mrs Vigorito later during the meeting stated that the price would remain at 65EUR as indicated in the original bid.

Mr. Spreckley said that we too often see that cost and other conditions represented in the bid change without prior approval by the Bureau. He suggested a motion to authorise the Bureau to cancel championships if conditions stated in the bid are changed without a proper explanation.

Motion: In the event that a competition organiser does not comply with the conditions outlined in the bid, without prior approval of the IGC, the contest may be cancelled.

Mr. Georgas, asked what impact the motion more precisely could have.

Mr. Bradley responded that when an organiser requested a change, the Bureau would evaluate the reason and decide if the change to cost or conditions was acceptable.

Mrs. Kuipers, Dutch Delegate, added that we not only talk about prices, but also about other things, like e.g. a change of Competition Director.

Mr. Casado, Spanish Delegate, stated that the plenum has the possibility to approve any change to a bid.

Mr. Boudier, French Delegate, asked if this was to be considered a late proposal.

Mr. Mozer responded that it was a motion.

The motion was passed with 31 votes for, 1 vote against and 1 abstention.

## **7.2 Approval of Competition Officials (Dick Bradley)**

### **7.2.1 Approval of Officials for 2015 Competitions**

#### **a. 8th FAI Womens's World Gliding Championships, 2015, Arnborg, Denmark**

Jury President: Gisela Weinreich

Remote Jury: Brian Spreckley, Juha Silvennoinen

Chief Steward: Robert Danewid

Steward: Frouwke Kuipers

#### **b. 9th FAI Juniors World Gliding Championships 2015, Narromine, Australia**

Jury President: Max Stevens

Remote Jury: Rick Sheppe, Peter Ryder

Chief Steward: Brian Spreckley

Steward: Enrique Lippi

#### **c. 1st FAI World 13.5m Class Gliding Championship 2015 , Pociunai, Lithuania**

Jury President: Rick Sheppe

Remote Jury: Janusz Szczupak, Petra Betas

Chief Steward: Roland Stuck

Steward: Rami Houvala

#### **d. 1st Pan-American Gliding Championships 2015, Chilhowee, USA**

Jury President: Bruno Ramseyer

Remote Jury: Eric Mozer

Chief Steward: Renato Tsukamoto

Steward not needed

#### **e. 18th FAI European Gliding Championships 2015, Ocseny Hungary**

Jury President: Marina Vigorito

Remote Jury: Max Bishop, Juha Silvennoinen

Chief Steward: Patrick Pauwels

Steward: Tadea Wala

#### **f. 18th FAI European Gliding Championships 2015, Rieti, Italy**

Jury President: Fred Gai

Remote Jury: Brian Spreckley, Jiri Cihlar

Chief Steward: Dick Bradley

Steward: Bob Bickers

### **7.2.2 Approval of Chief Stewards for 2016 Competitions**

#### **a. 34th FAI World Gliding Championships 2016, Lithuania**

Jury President: Bob Bickers

Chief Steward: Terry Cubley

#### **b. 34th FAI World Gliding Championships 2016, Australia**

Jury President: Bob Henderson

Chief Steward: Renato Tsukamoto



### 7.3 FAI World Air Games - Dubai 2015 (Mr. Eric Mozer)

Mr. Mozer gave a presentation on the preparations for the World Air Games (WAG) that will take place in Dubai in December 2015.

It is important to FAI that all air sports be represented. The WAG in Dubai presents unique challenges for gliding. The airspace is limited to a 5 km x 5 km box and the event takes place in December and by the side of the sea, where there are no thermals.

There are two possible launch options, one at the Skydive Dubai Centre built into the water at the Jumeirah Palm, the other option is in the desert strip about 20 minutes from the city. Both environments are quite hostile to gliding.

To overcome these obstacles, the IGC Efficiency Challenge has been developed, a concept where the pilots ability to fly at given speeds and perform specified maneuvers in the most efficient way will be tested.

Ten pilots, all current or previous champions, will be invited to fly in a Two Seat Motor Glider to showcase the latest in sailplane technology.

There will be multiple heats over several days.

The pilot will cross the Start Line, fly required Legs through turn points. The maximum speeds for each segment are not to be exceeded and then cross the Finish Line

The champion will be the pilot at the end of the competition with the lowest total elapsed time.

Mr. Vidal, Chilean Delegate: I agree that it is very important that we participate with gliding.

Ms. Schödel: "From what we have seen, gliding is not known in the United Arab Emirates. This is a good opportunity for gliding to be seen there, gliding being one of the core FAI air sports.

Mr. Johannessen: "It is important that we are there. I sent the IGC President an idea about using an artificial thermal source. Have you investigated in this idea? We are there to demonstrate the aspects of gliding, we will not do that with the proposed concept."

Mr. Hansen, Danish Delegate: "This is the first time gliding is in the centre of the WAG site where the other air sport events takes place. I think it is a good idea that you have invented a new way to display gliding."

Mr. Mozer: "Maybe we can use this efficiency event for clubs and other competitions when we have no flying. I fully believe this could be a type of event that could be used by clubs on non-flying days. The race can be flown in a short time, 10-15 minutes. We still have to find out how we develop the timing and presentation though."

Mr. Sabeckis: "15 years ago we did a race in the same format, but we flew 2 glides in parallel, and heats, where the winner continues."

Mr. Macintyre: "Who is paying for this?"

Mr. Mozer: "The organizer has proposed a concept for shipment that extremely reduce the costs for the pilots. Both idea to ship or to rent in Dubai are under negotiation and still need to be finalized with support of IGC. All in-country costs like accommodation, hotel and local transport for competitors, event directors, speakers and other officials will be paid 100% by the organizer. Competitors will be asked to pay their own airfare to Dubai. Airfares and daily needs still need to be finalized for the event director, speakers and other official's."

Mr. Vidal: "It is important to close the circle and get local Dubai pilots to come to Europe to fly."

Mr. Spreckley: "We spend most of our time speaking about things we know about. The WAG is good for gliding. We need to go. We need to try to make something that gives us a return with publicity and media coverage. We should go to the next stage where we have two gliders, to have a real race."

Mr. Macintyre: "Congratulations for coming out with something totally new."

Mr. Mozer: "I am afraid racing two gliders together is too dangerous, we need to find a way to virtually display the race. We have not finalised the planning, we still hope for two gliders on site."

#### **7.4 Sailplane Grand Prix (Mr. Brian Spreckley)**

Mr. Spreckley reported that the SGP management team now had three members, Alexander Georgas, Roland Stuck and himself. The team needs expansion so Rene Vidal and Terry Cubley would be involved in the future management.

##### **7.4.1 2014 FAI World Sailplane Grand Prix Championship, Sisteron, France**

There was good preparation and organisation and the contest operation went extremely well.

The weather was good with 8 races. Bruce Taylor from Australia won the fastest race with 139 kph.

Many spectators were on the site, in particular during the holiday days. There was excellent animation, in part thanks to the support provided by Breitling.

This was the first GP Final with a fully operational IGC SGP website, media link and competition management. The use of social media also was higher than we have seen before.

The tracking was done by Trimaran based on Live Track 24. The tracking worked well, good display system but had co-ordination problems. As the team was not on site, much had to be done by telephone.

We had excellent comments by specialists and could see how the Internet audience increased when something interesting happened and commenters captured this.

The videos were made by Tetrox as daily summaries of the race of the previous day. Tetrox also produced a video of the event. ([www.sgp.aero](http://www.sgp.aero))

In conclusion, the event was a great success and received very positive feedback. Main lesson learned is that in the future the SGP group needs to provide the operational team and a media management person for a better coordination.

##### **7.4.2 Report on the 6<sup>th</sup> Series and 2015 FAI World Sailplane Grand Prix Championship in Varese**

Six of the 8 Qualifying GPs have been flown in France, Italy, Spain, Australia, South Africa and Chile. The remaining two QGPs are in the Czech Republic in May and Poland in July.

The SGP Final will be in Varese, Italy from 5<sup>th</sup> to 12<sup>th</sup> September 2015. The preparations are well under way.

##### **7.4.3 Progress for the 7<sup>th</sup> FAI World Sailplane Grand Prix Championship series**

This will be the first full series using the web portal and social media channels.

We will help the event organisers by providing tracker system, media guides, Facebook and YouTube channels.

Mr. Spreckley announce that the World final of the 7th series FAI sailplane Grand Prix will be in Potchefstroom South Africa and is currently planned to take place from the 5<sup>th</sup> to the 12<sup>th</sup> November 2016 and flown in the 18 Meter Class.

The full program for the 7<sup>th</sup> series is available at the Sailplane Racing website: <http://www.sgp.aero/>

##### **7.4.4. Management and future**

It is considered to change the role of the referee.

We have not yet understood how we tell the story in the best way and how to promote the image of gliding. Sourcing commercial partners is also still an issue that we need to address.

Our current priorities are to develop the management team, create more expertise and focus at events and finally to find more partners and achieve better funding.

#### **7.5 Sailplane Racing web-site (Mr. Brian Spreckley)**

The aim of the web-site is to create value for organizers by providing useful tools and to Increase quality of event presentation by creating a single broadcast channel for viewers to follow glider racing.

This is done through a process that is owned and managed by the IGC.

Mr. Leinikki explained that the FAI HO is working on a web-site, the FAI air sports portal. This will be public in March 2015 and cover the four Breitling events. In the future this will be a portal available to all FAI air sports events and provide one single entry to all air sports.

## 7.6 Presentation of bids for future championships (Mr. Eric Mozer)

### 7.6.1 35th FAI World Gliding Championships 2018

- Czech Republic (15m/18m/Open Class)
- Poland (Club, Standard and 20-meter 2-seater class)

### 7.6 Question to all bid presenters

Mr. Casado: "Can Poland confirm the dates are 7-21 July 2018?"

Mr. Cubley: "The Czech bid mentions possibly swapping the 20 meter multi seat class with the Poles for the 15 meter. Is that also a possibility for Poland?"

Mr. Rutkowski: "Yes, we are ready to make that swap."

Mr. Mozer: "The airfield in the Czech bid seems small. Can it really host 150 gliders as stated?"

Mr. Spreckley: "What is the maximum number of competitors you have had at Pribram airfield?"

Mr. Thomas Rendla, Competition Director at Pribram: "We have had up to 100 gliders at competition here."

Mr. Frank: "Will there be other traffic at Pribram during the competition and are there Runway Lights along the runway edge?"

Mr. Rendla: "There are no lights and there will be no other traffic during operation."

Mr. Bradley: "I am still concerned about the ability to have a safe mass finish. We know pilots do not always land long."

Mr. Foltin, Slovakian Delegate: "Compared to Nitra, I think it could work with 150 gliders if pilots are cooperative and disciplined"

Mr. Spreckley: "I am still concerned, 18m and Open class ships take up a lot of space. What if we reduced to maximum 100 gliders?"

Mr. Mozer: "Maybe this is why we should put the 20m class in Pribram, this class is smaller in entries than the 15 meter class because the 20m class is limited to a single entry per NAC."

Mr. Geissler: "I have a question on the dates. Why do you not stop the comp one day earlier, and have prize giving on Saturday?"

Mr. Rendla: "We would not object to the proposal to have the maximum number of participants reduced and to have the prize giving on Saturday morning."

## 8. Proposals requiring voting (Mr. Eric Mozer)

### 8.1 Year-2 Proposals

*Unless specifically mentioned in the minutes, Year-2 proposals endorsed by the meeting will be valid and included in the FAI Sporting Code from the 1<sup>st</sup> October 2015*

#### 8.1.1 Arrival Closure (France)

Proposal, Annex A, para 7.7.4.c, Amended to read:

*c. The finish line or finish ring should normally be closed at the end of legal daylight, or when all competitors are accounted for. Competitors still on task after close of the finish line or finish ring shall be considered as out landed at the last valid GNSS fix immediately preceding the closing time.*

Votes for: 28, against: 4, abstentions: 0

The proposal was adopted

#### 8.1.2 Gate Closure (France)

*Proposal, Annex A, para 7.4.3.c added: The start gate should be closed at the end of legal daylight, or when all competitors are accounted for.*

Mr. Cubley: "We are concerned here. There could be a legitimate reason for closing the start gate early."

Mr. Frank: "I understand there was a case in France during the WWGC where Tour de France passed close by Issoudun and the start had to be closed."

Mr. Casado: "What is the rationale behind the proposal?"

Mr. Boudier: "We don't think the last day of competition should be a shorter day. Handicapped classes will be disadvantaged when we have a late start. Annex A does not explain how to handle this."

Mr. Macintyre: "Anyone must be earlier than twilight otherwise the flight is illegal."

Mr. Rutkowski: "I know the case that led to this proposal, I was involved in the competition direction. We can achieve the same goal simply by not having the closing ceremony on the last competition day."

Mr. Smith: "As a previous comp director I believe this proposal is written in a too confusing way."

Mr. Geissler: "For me this rule will cover the problems that have been mentioned."

Mrs. Vigorito: "The proposal does not cover the case where a pilot is starting after closure."

Mr. Spreckley: "In principle we would support the proposal, but we would like to have an opportunity when external circumstances requires a closure."

Mrs. Kuipers: "It is difficult to say the start never closes. I agree with Mr. Geissler. The problems we had in the past are gone."

Mr. Bradley: "I agree with Mr. Spreckley"

Mr. Boudier: "If there is an external reason, a team captain briefing could sort that out."

Mr. Rutkowski: "The Year-1 proposal was amended to read "normally" not. Should we not do the same here?"

This was seconded and the proposal was amended to read:

The start gate should **normally** be closed at the end of legal daylight, or when all competitors are accounted for.

Mrs. Kuipers: "We cannot support without knowing what the consequences are if you start too late."

Mr. Sheppe: "If the start gate is closed there will be no valid start."

Mr. Cubley: "That is not what annex A says."

Votes for: 16, against: 14, abstentions: 2

The proposal was lost.

### **8.1.3 Minimum Handicap (Germany)**

Minimum Handicap in Club Class

*Proposal: Annex A shall include a minimum handicap for the Club Class that limits the class to handicap 0,98.*

Votes for: 30, against: 1, abstentions: 1

The proposal was passed.

### **8.1.4 Introduction of Handicaps in the 20-meter multi seat class for gliders modified for disabled pilots.**

*Proposal, Annex A - To establish a handicap in 20-metre multiseat class in World Gliding Championships in 2015 for gliders equipped with Manual Rudder Control piloted by a disabled pilot requiring such device.*

Mr. Macintyre: "Do we have to rule for this, these aircraft may appear very soon."

Mr. Rutkowski: "These gliders are not on the market yet and may never come."

Mr. Macintyre: "I can accept the principle on a case by case basis."

Mr. Georgas: "I am for the proposal, but it can be easily abused. Can we guarantee examination on a case by case basis?"

Mr. Joerg Stieber, Canadian Delegate: "Is this only for a specific pilot or is it the entire competition?"

Mr. Mozer: "We understand the only handicap is for the specific glider with the pilot that has disabilities."

Mr. Casado: "We open a Pandora's box here. It is too easy to cheat."

Mr. Spreckley: "In my view the proposal should go back and be re-written"

It was agreed to stop the discussion and allow for Poland to re-write the proposal with support from the Annex-A Committee, see below:

*SC3A para 8.2.4 Handicaps - Handicapping shall be used in the Club Class and may be used in the 20 metre Multi-seat class in Continental Championships or in World Championships when a pilot with disabilities is a member of the crew according to section (a) below. Organisers shall state in the Local Procedures if Handicapping is to be used in the 20 metre Multi- seat Class.*

*a. PILOTS WITH DISABILITIES In world championships, where a pilot with disabilities who holds an internationally recognized certificate of disability, and where that disability requires the glider to be modified in order for this pilot to fly it, then that glider may be allocated a handicap according to the Annex A handicap list. All other competing gliders must be allocated the handicap of the highest performing glider in the competition. Such a handicap allocation requires prior approval of the bureau.*

*b. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.*

*c. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.*

*d. Handicaps shall be applied according to 8.3.2.*

Mr. Vidal: "The proposal does not mention which disabilities."

Mr. Rutkowski: "We want to be flexible here, there is no need to list that."

Mr. Mogens Hansen, the Danish Delegate: "We are against this proposal. Right now we are only talking about the 20 meter Class. If we agree to that, we might have the same proposal for the other classes next year."

Mr. Vidal: "I am afraid we don't understand what this can lead to."

Mr. Georgas: "I am uncomfortable with this proposal, and not sure what it can lead to."

Mr. Lars Bjørnevik, Norwegian Delegate: "I share the view of the Greek Delegate, it is uncertain where this will bring us."

Mrs Vigorito: "We presume the pilot with disabilities has a valid license."

Mr. Geissler: "I share the concerns of Denmark. It is better to handle this on a case by case basis."

Mr. Rutkowski: "We should remember that this not will give any advantages to the pilot with disabilities, just creating a level ground."

The proposal was then voted on.

Votes for: 11, against: 17, abstentions: 5

The proposal was lost

### **8.1.5 Handicap adjustment for lightweight pilot (Annex A Committee)**

*Proposal, Annex A: To reduce the handicap factor of Club Class gliders by 0,004 for each whole multiple 10 kg that the glider's mass is less than: "reference mass minus 10 kg."*

Mr. Boudierlique: "Is it correct that the bonus only appears when the glider is 20kg lighter?"

Mr. Sheppe: "You could read the proposal like that."

It was clarified that the bonus appears when the glider is 10kg lighter.

Votes for: 24, against: 6, abstentions: 2

The proposal was won

### **8.1.6 Multiple Starts (Annex A Committee)**

*Proposal, Annex A, para 7.4: The pilot will be credited with the Start that yields the best Score.*

Mr. Boudierlique: "When I read the proposal I get the understanding that I can start again after having finished the task."

Mr. Sheppe: "That is not the intention of the proposal."

The Annex A Committee and the delegate from France were charged by the President to re-write the proposal and present it to the delegates on Saturday. The modified proposal submitted for consideration:

**7.4.5 Multiple Starts** In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score. A Start made after a properly completed Task will not be considered valid.

Mr. Filla: "Was that the intention at all?"

Mr. Sheppe: "The idea with the proposal is to give the pilot full credit for for what he has done."

The proposal was accepted by a large majority.

#### **8.1.7 Carriage of multiple Flight Recorders (Annex A Committee)**

*Proposal, Annex A, para 5.4: Remove the distinction between primary and backup Flight Recorders.*

Votes for: 31, against: 2

The proposal was carried.

#### **8.1.8 Prohibiting functionality of instruments (Annex A Committee)**

*Proposal, Annex A, para 4.1.3 & para 5.4: Allow the carrying of instruments that are capable of performing prohibited functions (e.g. cloud flying), provided that the function is recorded as "disabled" in the Flight Log.*

Mr. Geissler: "We have problems. with the way this is worded, and cannot support the proposal."

Mr. Eriksen: "The proposal puts pilots in a difficult situation. If you fail to provide a valid IGC file for an instrument with these capabilities, e.g. due to a malfunction, you may be disqualified."

Mr. Casado: "Provided all Flight Recorders are able to record the disabling, which is not the case."

Mr. Hansen: "How do we control things that we cannot see, such as iPhones in the pilot's pocket."

Mr. Strachan: "Very few Flight Recorder manufacturers include the ability to disable these functionalities. LX has a code, but I don't think other manufactures have."

Mr. Foltin: "This is difficult to resolve with a technical solution. Many pilots have these instruments, but do not have the capability to show in the IGC file that they are deactivated. Pilots may not be aware that they have a responsibility to do so. I suggest more knowledge about this before voting, e.g. ask GFAC to look more at this."

Mr. Bradley: "We have lived with this situation for some time. The way we handle this right now is a declaration signed by the pilot. This is the most pragmatic way for the time being."

Mr. Spreckley: "I think the proposal is illogical."

Mr. Sheppe: "Thanks for your advice. We withdraw the proposal."

The proposal was withdrawn.

#### **8.1.9 Barographs (SC Committee)**

*Proposal, SC-3, para 1.1.7: Remove mechanical and other stand-alone barographs from the Code.*

Votes for: 32, against: 0, abstentions: 1

The proposal was carried.

#### **8.1.10 Start/finish line (SC Committee)**

*Proposal, SC-3, para 1.2.12: Delete the start/finish sector Observation Zone.*

Mr. Macintyre explained that due to problems with task analysis, the Start line had been reduced from 3km to 1km compared with the Year-1 proposal.

Votes for: 30, against: 0, abstentions: 1

The proposal was carried.

#### **8.1.11 Simplify the Turn Point Observation Zone (SC Committee)**

*Proposal, SC-3, para 1.2.6: Delete the cylinder Observation Zone at turn points.*

Mr. Mozer: The Bureau would like to make this a year-1 proposal, as it was not discussed last year in the current form.

Mr. Filla: "In Sweden we think that it is a pity that you cannot use competition flights for badges."

Mr. Boudérique: We are against this proposal. It is a complexification, we want to push towards convergence between the Sporting Code General Section and Annex A.

Mr. Rutkowski: "We concur with France, this makes things more complicated."

Mr. Cubley: "This is a backwards step."

Votes for: 5, against: 26, abstentions: 2

The proposal was lost

#### **8.1.12 Rename the 3 Turn Point task (SC Committee)**

*Proposal, SC-3, para 1.4.2: Change the name of the "not more than 3 turn points courses to "Pilot Option".*

Mr. Georgas: "We are concerned this may bring more confusion. What does pilot option mean? I am opposed to changing names."

Mr. Macintyre: "I understand the concern, but the current name is wrong, you don't need 3 Turn Points."

Mr. Rutkowski: "I don't see the benefit in changing the name."

Mr. Filla: "I disagree, for me 3 turn points is a triangle."

Votes for: 10, against: 20, abstentions: 3

The proposal was lost.

#### **8.1.13 Delete the 10km Turn Point separation rule (SC Committee)**

*Proposal, SC-3, para 1.4.2: Delete 10 km Turn Point separation rule*

Votes for: 31, against: 2, abstentions: 0

The proposal was carried.

#### **8.1.14 Silver C Distance (SC Committee)**

*Proposal, SC-3 para 2.2.1.a: A Silver C distance shall include a turn point or landing at least 50 km from the start.*

Votes for: 33, against: 0

The proposal was carried.

#### **8.1.15 Extend the use of Position Recorders (SC Committee)**

*Proposal, SC-3, para 2.6.1: Extend the use of a PR to include Diamond Goal.*

Mr. Macintyre: "We did not include the Diamond distance as we found that it was different."

Mr. Strachan: "The standard of Position Recorders is lower than the Flight Recorder standard. You must draw a line."

Mr. Georgas: "I agree with the logic of the proposal, but we undermine and give less incentives to the manufacturers to develop new devices for us."

Mr. Filla: "I don't think we voted on this last year."

Mr. Mozer: "We will make it a Year-1 proposal."

Votes for: 15, against: 16, abstentions: 2

The proposal was lost.

#### **8.1.16 13.5 M Class Records (SC Committee)**

*Proposal, SC-3, para 3.1.4.c: Replace the World class record set with 13.5 Meter Class records.*

Votes for: 32, against: 0, abstentions: 1

The proposal was carried.

The current minima in the World Class Glider Class will be transferred to this new record class as minimum requirement.

#### **8.1.17 Minimum Distance for a valid Championships Day (Late proposal)**

*Proposal, (Annex A 8.2.1, 8.3.1): Change the minimum distance from 100 km to 60 km in the 13.5 Metre Class only.*

Mr. Hansen: "We have 50 km for the Silver C, why do you not choose the same."

Mr. Rutkowski: "We are applying the rule to a class that has not yet been tested. We don't know the performance of the gliders, we base this better than the current club class. I suggest we wait until we have had the first WGC in the class."

Mr. Boudierlique: "I concur with Poland. The 13.5 m class will be as good as Club class. I see no reason to change this. The day factor will be affected and make huge differences in the scoring on a small task."

Votes for: 9, against:19, abstentions: 5

The proposal was lost

### **8.2 Year-1 proposals**

#### **8.2.1 Contest Numbers (Annex A Committee)**

*Proposal, Annex A, 4.3: Modernize the size and legibility requirements for Contest Numbers, to reflect current practice.*

Mr. Eriksen: "I speak both as pilot and competition director, There is no way we can enforce this rule the way it is written, we may end up with very small Competition Numbers very soon, which is not good for flight safety."

Mr. Boudierlique: "I don't like the rule. I don't know how it could be applied."

Mr. Sheppe: "Then help us with the proposal. Today the rules are not respected".

Mrs Vigorito: We don't need a proposal, but to improve the scrutineering."

Mr. Rutkowski: "We need to do something, but we don't want to support current practice."

Mr. Filla: Let us enlarge the scope of the proposal.

Votes for: 28, against: 2, abstentions: 3

The proposal was carried.

#### **8.2.2 Maximum Take-off Mass (Australia)**

*Proposal, Annex A: The maximum take-off mass for the 20m multi seat class be increased to 800Kg*

Mr. Cubley: "The Annex A committee had different views on this and could not agree on a proposal, so we made it from Australia. It became obvious in Räyskälä that pilots could not fly with the current rules. 800kg or 850kg certified gliders were difficult to get down to 750kg. We understand from Schleicher that EASA is about to accept an increase of the MTOW for pure gliders."

Mr. Foltin: It is correct that most gliders in the class are close to 800kg MTOW without water ballast, but should we not review at the handicap indexes for continental championships if we increase the MTOW?

Mr. Foltin proposed an amendment to delete 800kg from the proposal and wait for the Year-2 discussion to decide the MTOW and also review handicaps to be used in Continental Championships Index list in this context to reflect the proposal.

Mr. Geissler: "Will like to make you aware that today's Airworthiness Certificates is limited to 750kg for gliders and 850kg for motorgliders. We could see a disadvantage for the pure gliders if we accept this proposal."

Mr. Boermans: "EASA recognises this, and EASA has understood the problem and is thinking about a change for the pure gliders."

Mr. Boudierlique: "We think it is too early to change this rule."

Mr. Spreckley: "We have to accept that if we do change this, the class becomes a motorglider competition. There are other solutions, e.g. handicaps."



Mr. Foltin: “As I understand, the problem will disappear, but I am open to accept other measures (e.g. a limitation of the wingloading).”

Mr. Rutkowski: “I concur with Mr. Spreckley’s proposal. We should broaden the Year-1 proposal. I also have sympathy for the French viewpoint. It would be best to wait for the new certification before acting.”

Mr. Boermans: “I would not restrict the wing loading, this could have other negative consequences.”

Mr. Filla: “We second the amendment.”

The amendment was also seconded by Australia.

The amendment was passes with 29 votes for, 2 opposed and 2 abstentions.

The amended proposal was then passed with 28 votes for and 5 votes against.

### **8.2.3 Sub-declarations (Poland)**

*Proposal, SC 4.2.3: Any declared waypoint which was properly reached in declared order may be removed from declaration post-flight. Resulting sub-declaration is considered valid.*

Mr. Macintyre: “In The Sporting Code Committee we don’t agree, this is not simplifying the Sporting Code.”

Mr. Georgas: “This changes the philosophy of the declaration.”

Votes for: 7, against: 25, abstentions: 1

The proposal was lost.

### **8.2.4 GPS altitude limitations (Poland)**

*Proposal, SC-3, para 4: Where the type of PR does not record pressure altitude, GPS altitude evidence may be used for a flight provided that a 100 metre or 10% error margin (whichever is greater) is applied to all pressure height requirements of the Code (example: the gain of height is at least 1100 metres for Silver altitude) and it can be shown that the GPS altitude figures are reliable to be used for measurement purposes*

Mr. Mc Macintyre: “This would give a safer gain of height, but I am afraid I have not seen any real argument that will be better than the current situation. We have been through 1000’s of IGC files of which the majority were under 100 m altitude difference.”

Mr. Strachan: “My slide from yesterday shows that the GPS altitude is very noisy.”

Mr. Rutkowski: “This covers the temperature differences more than the uncertainty of the GPS altitude recording.”

Mr. Sheppe: “I disagree with the proposal. I would have to see evidence that the amplitude depends on the altitude.”

Mr. Boudierlique: “This makes the first badges more complex. We don’t support that idea.”

Mr. Filla: “As Year-1, I could vote for, but I need a well-developed document for a year-2 proposal in order to take an informed decision next year.

Votes for: 11, against: 19, abstentions: 3

The proposal was lost

### **8.2.5 Team Cup Calculation Formula (Poland)**

Proposal, Annex A para 8.5:

*8.5.3 The competitor’s Relative Score = competitor’s day score + (1000 – the day score of the winner in the same class).*

*(The difference between competitors within one class remain exactly the same for any competition day.)*

*8.5.4 The Competitor will receive a daily score if he takes a launch that day and if his class has a valid Championship Day (8.2.1).*

*8.5.5 The Team’s daily Total Score is the average of the Relative Score for the Team pilots.*

Mr. Rutkowski: “Last year the stewards wrongly calculated the Team Cup. This proposal solves the problem.

Mr. Boudier: "I see two good improvement compared to the current situation."

Mr. Filla: "I would like to have a more informed decision. We need far better information to understand the impact. I have a hard time to understand the impact."

Mr. Rutkowski: "We equalise weak days which will have more weight. The proposal is an amendment to the recently adopted team cup rule. We also suggest this to be a year-2 proposal right away."

Mr. Boudier: "I support Poland."

Mr. Sheppe: "I support the proposal and also as a Year-2. It is a tune-up to the much debated team-cup."

Mr. Mozer: "It is not a Year-2 proposal. People are asking for more information, so we keep it as Year-1."

Votes for: 32, against: 0, abstentions: 1

The proposal was carried.

### **8.2.6 Scoring of competition days (The Netherlands)**

*Proposal, Annex A para 8.4: The scoring formula be modified to a formula that will reduce the point spread on distance days without affecting the value of safe and fair competition days.*

Votes for: 29, against: 0, abstentions: 4

The proposal was carried

### **8.2.7 SGP results in IGC Ranking List (France)**

*Proposal, Annex D: Use a special formula to convert SGP results into 1000-point score*

*For instance: the SGP winner receive 1000 points, the 2nd pilot 975 points, the 3rd one 960, the 4th 945, etc. or*

*The SGP winner receive points from what says the classic rule, the 2nd pilot: [winner's points – 15] points, the 3rd one : [winner's points – 30], etc...)*

Mr. Vidal: "It is important for the GP and I support the principle of having a more fair formula. We would like to have this implemented before the next round."

Mr. Boudier: "The proposal is only the first line, below is an example. We need to study the impact and we have to be very careful as it will touch the ranking list. We are against being implemented too fast."

Mr. Filla: "Why don't you make a parallel 1000 point calculation?"

Mr. Cubley: "I am struggling to understand why we have to get the GP into the ranking list. The GP is a different event. Why are we struggling to make this fit? It does not make sense to me."

Mr. Vidal: "Pilots did not go to the GP when they did not get good Ranking List points in the GP."

Mr. Boudier: "The parallel calculation will not work. If you run a parallel system, you will not have the same winner. The effect of an out landing is not at all the same. To France, it has been decided that the GP final is a World Championship. We need to have this as part of the Ranking List."

Mrs Vigorito: "We have to take a lot of caution with tactical game. Pilots are looking at the ranking list when they decide where to go flying."

Mr. Foltin: "The discussion reveals that there is quite a big gap between the two systems and it is difficult to merge them. There is a connection as the GPs are using the RL to select pilots. I recommend to vote for this as Year-1 and make the required analysis for next year."

Mr. Spreckley: "When we first did the integration, we put it in without asking. We then made a proposal 5 years ago, that was changed by the plenum, but we never liked it. We support the proposal, the status of the GP has changed and it has become very important. We need to have 5 years statistics to look at. We are neutral about the time. Preferably we would allow the Bureau to approve the proposal in October."

Mr. Vidal: "We need it before the next series start."

Mr. Boudier: "I support the idea to make the change of new conversion (to be approved by the next plenary on Feb 2016), to be retroactive to Chilean GP that will occur in Jan 2016. The idea is to have next full 7th series with new conversion."

Mr. Bjørnevik: "Have you tried the 1000 points system?"

Mr. Spreckley: "We have tried. It does not work."

Mr. Filla: "I am against "hardcoding" the figures in the formula."

Votes for: 32, against: 0, abstentions:1

The proposal was carried.

### **8.2.8 IGC Ranking list dynamism (France)**

*Proposal, Annex D: The ranking should be more dynamic.*

Votes for: 17, against: 10, abstentions:6

The proposal was carried.

### **8.2.9 Country Ranking List (France)**

*Proposal, Annex D: The FFVV offers to lead a trial of a country ranking based on the Olympic rules (number of medals and/or places) over the last 2-year WGC cycles.*

Mr. Mozer took note of the proposal, but did not see a need a vote and invited France to carry out the trial and report back to IGC.

### **8.2.10 Delaying or cancelling task (Germany)**

*Proposal, Annex A para 7.2.5: The designated IGC officials (Jury President and Chief Steward) and/or CD shall have the power to cancel individual championship days irrespective of the course of the tasks.*

Mr. Foltin: "It should not be the Jury. They may have to consider a protest related to the decision."

Mr. Casado: "Why do we take that power from the Jury President?"

Mrs Vigorito: "The Jury President is representing FAI not IGC. The Jury President cannot be involved in operational matters."

Mr. Rutkowski: "I agree with Italy. We don't have the provision in the Annex A to cancel a task after the opening of the start line."

Mr. Leinikki: "The power of a Jury President to stop a competition comes from the General Section of the Sporting Code and the Air Sports Commissions."

Mr. Sheppe: "I cannot support changes to the job description. Don't do that. I see this as a double proposal."

Mrs Kuipers: "There should be a way to cancel a day even when the start line is open."

Mr. Boudérique: "I flew that day during the recent WGC Leszno and I have the feeling this proposal is inspired by that day. It was not dangerous, we all landed out, but it was not a safety issue. John Coutts from New Zealand made a great flight that day. We risk cancelling days where we can make amazing flights."

Mr. Spreckley: "I consider this a dangerous proposal, but there should be a provision in Annex A. I have seen some pretty unusual decisions. The moment the director has the opportunity to open the start line and close it again, he is going to open in cases where he is just testing."

Mr. Eriksen: "The Competition Director in any case has the responsibility to assure a safe conduct of the competition. I would not hesitate to cancel a day if I considered the situation to be dangerous for the participants, also with today's Sporting Code."

Mrs Kuipers: "I agree with Mr. Eriksen, but during the time I have been involved I have often heard Competition Directors reaction. They don't believe they are allowed to cancel the day. We need to make that more clear."

Mr. Rutkowski: "I agree that we need to give Competition Directors clearer guidelines."

Votes for: 8, against: 15, abstentions: 10

The proposal was lost.

### **8.2.11 Start options (Germany)**

*Proposal, Annex A para 7.4.2: Introduce a new and additional start option for racing task with the benefit of the first finisher being the winner of the daily task.*

Mr. Spreckley: “We agree, there are a number of options we could think about, but we don’t agree that there is only one way of limiting the gaggles. We would like to amend the proposal to be more open.”

Mr. Geissler: “The proposal is not meant to be limited to the GP start.”

The proposal was amended to read:

*To extend the proposal to seek any other options in addition to a regatta start method that would have the same effect of reducing gagging, following and any benefits of tracker information.*

*Any potential start procedure options to achieve this to be presented at the next Plenum for consideration by the plenum.*

Vote on the amendment: For: 29, abstentions 4

Votes on the amended proposal: For: 31, against: 0, abstentions: 2

The proposal was carried.

### 8.3.1 Abstention rule (New Zealand)

*Decisions being voted on at the IGC Plenary meetings shall be decided normally by a simple majority vote where abstentions shall not be counted as eligible votes.*

*Should a proposal be determined to require an absolute majority by the IGC Bureau, it shall be shown as such in the agenda.*

*A delegate, who asks for an absolute majority vote on any proposal not already determined by the Bureau, shall give reasons for wanting the absolute vote and the meeting shall vote to accept or reject the request.*

Mr. Mozer: “The Bureau has decided to establish a Working Group to establish IGC Internal Procedures, as many other Commissions have. We have had the chance to see the CIVL procedures and have been inspired by these. The Bureau recognises that we have issues to look at that are unique to our commission and need to be formalized.

Mr. Macintyre: It is interesting that we had maybe 4 votes where this could have changed the outcome. However, with the Working Group being established, I am happy to withdraw the proposal.

## 9. Vote on bids (Mr. Eric Mozer)

### 9.1 35<sup>th</sup> FAI World Gliding Championships 2018

Before the bid, the Czech Republic and Poland declared that they had agreed to swap the 20 meter multi seat class (from Poland to the Czech Republic) and the 15 meter class (from Czech Republic to Poland) in order to reduce the potential number of competitors in Pribram.

20-Meter Multi seat, 18 Meter and Open Classes: Pribram, Czech Republic

Unanimously accepted.

Standard, Club and 15 Meter Classes: Ostrow Michalkow, Poland

Unanimously accepted.

Mr. Spreckley: The bid for Pribram mentions a maximum of 150 gliders. We would like to raise a motion to reduce the maximum to 100 gliders until such time where we have been assured that the airfield has enough capacity to safely handle more gliders. The motion was seconded.

The motion received 28 votes for, 0 against and 3 abstentions.

The amended bid was then unanimously accepted.

## 10. IGC awards (Mr. Eric Mozer)

### 10.1 Lilienthal Medal

The Lilienthal Medal was awarded to Dr. Loek Boermans, The Netherlands

### 10.2 Pirat Gheriger diploma

The Pirat Gheriger diploma was awarded to Mr.. Antonio Martinez-Moneo Rico, Spain

### 10.3 Pelagia Majewska Medal

The Pelagia Majewska Medal was awarded to Mrs. Ritz de Luy, The Netherlands

## **11. Election of officers (Mr. Eric Mozer and Mr. Brian Spreckley)**

### **11.1 Election of President**

Mr. Eric Mozer was re-elected as President of IGC for two years

### **11.2 Election of 1<sup>st</sup> Vice-president**

Mr. Brian Spreckley, UK

### **11.3 Election of 5 other Vice-presidents**

Mr. Terry Cubley, Australia

Mr. Christof Geissler, Germany

Mr. Alexander Georgas, Greece

Mrs. Marina Vigorito, Italy

Mr. Rene Vidal, Chile

### **11.4 Election of Secretary**

No secretary was found at the meeting. The Bureau was authorized to appoint a new secretary. Mr. Mozer thanked Mr. Eriksen for his work as IGC secretary for the last 11 years.

Mr. Peter Eriksen was then unanimously elected IGC Secretary of Honour.

## **12. Announcement of date for the 2016 IGC Plenary Meeting (Mr. Eric Mozer)**

The next annual meeting of the FAI International Gliding Commissions will be held on Friday 26<sup>th</sup> and Saturday 27<sup>th</sup> February 2016. The venue will be confirmed as soon as possible. The Bureau may also move the dates of the meeting to avoid conflicting with the EGU meeting.

### **12.1 Useful dates and other practical information (Mr. Peter Eriksen)**

Notification of proposals must reach the Bureau by Wednesday 30<sup>th</sup> September 2015;

Bids must reach the Bid Specialist by Wednesday 30<sup>th</sup> September 2015; The bids to be considered at the 2016 Plenary are for the 2019 FAI Women's World Gliding Championship, 2019 FAI Junior World Gliding Championships, 2019 FAI World 13.5m Class Gliding Championship and any Continental Championships.

Proposals, nominations and reports must be finalised and delivered to the secretary on the 31<sup>st</sup> December 2015.

All material will be made available for delegates 45 days before the meeting, Tuesday 12<sup>th</sup> January 2015.

## **13. Closure (Mr. Eric Mozer)**

The President thanked the Delegates and the Bureau for their active participation in the debates and their contributions to the sport over the past year. He then wished all the meeting participants a safe journey home.

Peter Eriksen

Secretary, IGC

Appendices:

A IGC Committees and Working Groups, Representatives and Specialists

### IGC Committees and Working Groups

March 2015

Standing Committees	Chairman	Members	Committee Scope
ANDS	Rick Sheppe	Angel Casado; Bruno Ramseyer; Bernald Smith; Ian Strachan	Oversight of technical developments in navigation and airspace management
Championship Management	Dick Bradley	Brian Spreckley, Goran Ax,	Bids; Organisational support; Competition Development and QA
GFAC	Ian Strachan	Angel Casado; Marc Ramsey; Tim Shirley; Hans Trautenberg	Flight Recorder approvals
Handicaps	Christof Geissler	Stefan Ronig (Germany) Tobias Geiger (Australia) Russell Cheetham (UK) Denis Guerin (France) Sam Giltner (USA)	Evaluation, review, and publication of handicaps for the IGC Club Class and 20m Class
Sporting Code 3 D, Annex A	Rick Sheppe	Axel Reich; Jiri Cihlar; Terry Cubley	Rules; Scoring; Procedures
Sporting Code 3 D, Annex B	Ian Strachan & Bernald Smith		Documentation
Sporting Code 3 D, Annex D	Brian Spreckley	T.b.d.	Ranking List
Sporting Code 3 D, Main Section and Annex C	Ross Macintyre	Tony Burton; Tor Johannessen; Axel Reich; Judy Ruprecht; Wojciech Scigala; Howard Mills	Documentation

Working Groups	Chairman	Members	Objectives
Continental Records	Hans Obermeyer	Goran Ax; Klaus Ohlmann; Beryl Hartley; Dick Bradley; Judy Ruprecht; Nina Shalneva	Development of protocols and procedures for Continental Records
Country Development	Alexander Georgas	Rene Vidal; Terry Cubley; Markus Graeber	Creation of support for emerging gliding nations
GP Development	Brian Spreckley	Roland Stuck; Visa-Matti Leinikki; Rene Vidal; Alexander Georgas	GP Management and development
History Committee	Tor Johannessen	Angela Sheard, Peter Selinger, John Roake, Frauke Elber, Manfred Reinhardt	Collation of IGC history
Scoring Software Testing	Angel Casado	Peter Platzer; Tim Shirley; Hans Trautenberg; Peter Ryder	Set procedures for IGC software
Safety Group	Rene Vidal	Vladimir Foltin; Marina Vigorito; Brian Spreckley (Corresponding members: Loek Boermann, Dick Bradley, Eric Mozer)	Implementation of Safety Culture

## IGC Representatives

CASI (Air Sport Commissions)	Tor Johannessen
EGU/ EASA	Patrick Pauwels
Environmental Commission	Bernald Smith
CIMP (FAI Medical Commission)	Jürgen Knüppel
OLC	Reiner Rose
OSTIV	Loek Boermans

## IGC Specialists

IGC Treasurer	Dick Bradley
Membership	Will be part of Country Development
Sailplane Grand Prix	Roland Stuck
Simulated Gliding	Vacant
IGC Trophy Management	Marina Vigorito
Webmaster	Will be part of Country Development
Communications and PR	Will be part of Country Development
Ranking List	Brian Spreckley
IGC Journalists	Angela Sheard Marina Vigorito Jill McCaw