



*Fédération
Aéronautique
Internationale*



Minutes

Of Bureau Meeting no. 2/2010 of the
FAI Gliding Commission (IGC)

Version 1.0

Held in Dublin, Ireland
on Sunday 3rd and Monday 4th October 2010

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Present:

Bob Henderson, President (BH)
Eric Mozer, 1st Vice-president (EM)
Visa-Matti Leinikki, Vice-president (VLM)
Brian Spreckley, Vice-president (BS)
Peter Eriksen, Secretary (PE)

Apologies:

Göran Ax, Vice-president (GA)
Peter Platzer, Vice-president (PP)
Roland Stuck, Vice-president (RS)

1 Opening and welcome

Mr. Bob Henderson opened the meeting by welcoming the Bureau to Dublin. The meeting was organized back-to-back with the FAI General Conference to reduce traveling cost.

2 World Gliding Championships.

2.1. Feed-back from 2010 World Gliding Championships (WGS)

The Chief Stewards and Jury Presidents reports from the WGS in Prievidza and Szeged were analysed. In Prievidza there were 3 serious accidents with one fatality. The reports from Szeged, as well as feed-back from the participating teams, raised a number of concerns about the quality of the event.

It was agreed that the quality of the WGC in Szeged does not reflect the usual standard of WGCs, and therefore should not be used to judge the general standard of WGCs. There is however a need to review the way we organise and manage major events in order to better capture problems like the ones we experienced in Szeged before the event takes place. The Bureau had a number of ideas and proposals.

Some of these proposals will radically change the way we manage our competitions, and e.g. change the relationship between FAI/IGC and the local organiser. Before implementing these, the proposals will be tabled at the 2011 Plenary for discussion with the delegates.

Action: PE to include in Plenary agenda

A number of protests, not in line with good sportsmanship, were received, e.g. to put pressure on competing pilots. This is not acceptable.

It was decided to increase the Protest fee to a minimum of 250€. There also is a need to recall the correct protest procedure, as described in Annex A, and to ask Championships Directors and Jury Presidents to apply that procedure strictly.

Action: GA to assure the revised amount protest fee is included in Local Procedures for upcoming competitions.

A clearer definition of dangerous flying is needed. Time will be devoted to that at the Chief-Steward meeting in March 2011.

Action: BS to include discussion on dangerous flying in the 2011 Steward Training.

The Bureau had previously decided to produce safety videos. This has so far not been possible due to lack of manpower. It was agreed to try to combine this action with support required to analyse IGC files during competitions and to visualise potential dangerous situations that have occurred, as well as screening files to provide statistical material about safety related performance indicators. It is envisaged to outsource these activities to an external source to deal with these two issues together.

Action: BS to formulate requirements for outsourcing of IGC file analysis.

The Bureau discussed the concept of adding a role to our competitions of a Sporting Director.

Although it is important for us to understand reasons for serious accidents during competitions as soon as possible after the occurrence, we must respect the work of authorities that are conducting the investigation of the event.

The Scrutineering will in the future include the provision of IGC files from both nominated Flight Recorders.

Action: BS to update items on Scrutineers list to include the delivery of IGC files for both nominated Flight Recorders.

In order to increase safety around the arrival and landing phases, it was agreed to make the Finish Ring the default finish procedure. The Finish Line will remain in the Sporting Code and can be used should local conditions require that.

At least one incident in Szeged was caused by the lack of knowledge about local procedures. It was recommended to make participation by competing pilots on the last practise day obligatory, certainly for what concerns briefing and gridding, possibly also flying. This has always been the intention, but has not been respected.

Action: GA to assure that the mandatory participation in the last practice day is included in the Local Procedures of the upcoming competitions.

All remarks from scrutineering must be sorted out at not later than 20:00 on the last practise day to have the right to participate in the competition.

Action: GA to ensure that deadline for compliance with remarks from Scrutineering to be at last practice day at 20.00.

It was felt by the Bureau that these changes are required in order to improve flights safety and the general quality of the events.

2.2 Initiatives/proposals for Sporting Code GS, Annex A and bid procedures.

The following editorial changes were agreed for Annex A:

- It will be a requirement that Pilot ID and Glider ID are in the IGC file.
- The protest time on the last competition day is two hours. At that time the protest time for previous days will also expire.

- The engine run procedure will be modified to not require a test run every day.
- Recommend to Competition Organisers to consider if each class should have individual Control Points to align the arrivals with the runway in order to avoid that gliders arrive over the same point from different directions.
- The Finish Ring will be the default finish procedure. Local organisers can choose to use the Finish Line

In addition to that, it is proposed to remove the reference weight from the Handicap List. This proposal will be tabled at the 2011 IGC Plenary

Action: GA to update Annex A and to prepare a proposal for removal of Reference Weight from the Handicap List.

2.3 Handicaps in two-seater class

According to Annex A of Section 3 of the Sporting Code, it is up to the local organiser to determine if the 20m-two seater class is flown with handicap. For the EGC 2011 it is therefore the organisers in Nitra that can decide if Handicaps are going to be used during the competition. The organisers will be asked to communicate their choice as soon as possible.

Should the 2011 Plenary decide to include the 20m two-seater class in the WGC as from 2014, a vote will be taken on whether or not the WGC shall be with handicaps.

Action: EM to prepare proposal for the Plenary.

2.4 Gliders without type-certificate

The need for a type certificate and the possible effect on safety were discussed. It was the general view that it is not necessarily correct that because the glider has a type certificate that it can be considered safe and vice versa.

It was agreed to involve OSTIV in this topic, whether a time limitation on gliders flying without a type-certificate should be implemented and if such a limitation could be enforced at all. OSTIV will be asked if it is possible to address this at the 2011 Plenary.

Action: BH to contact Loek Boermans

2.5 Items for Stewards training session in March 2011.

The Stewards meeting will be organised Thursday 3rd March at 14:00 in Lausanne.

The following issues have so far been identified:

- The future role of the Chief Steward/Sporting Director
- Recruitment of new Stewards
- Definition of dangerous flying
- Analysis of IGC files

Action: PE to organise meeting room and invite participants, BS to finalise agenda and organise discussion.

2.6 New potential Chief Stewards

Several new candidates for the position of Chief Steward were identified. They will be contacted by EM or BS.

Action: EM and BS to contact Chief Steward Candidates.

3. Sailplane Grand Prix.

3.1 Current round of QSGP

RS is not able to manage the GP activities for the immediate future. It was agreed that VML will look after this. He will contact RS to get an overview of the current planning, as well as actions needed for the coming season.

Action: VML to contact RS to be updated on status of current QSGP

3.2 2011 WSGP Final.

The preparations for the WSGP final at Wasserkuppe are progressing as planned.

3.3 SGP+ project.

Planetaire had proposed the name “Sky Race World Cup” for the new grand prix competition. The proposed name was accepted by the Bureau. The proposed logo did not look sticky enough though. The Bureau will ask Planetaire to review and improve the logo.

Action: BS to contact Planetaire to confirm proposed name and ask for an improved logo.

It is expected that the contract between Planetaire and FAI will be signed in October.

The major risk for the project is the production of 20 self launching gliders that can be painted in the colours of its sponsor. The glider manufactures are looking in to this. In the meantime, alternative solutions are being considered in order to enable the launch of the competition in 2013.

3.4 YellowBrick update

YellowBrick now has a mature product that fulfils our requirements and they are keen to work with IGC. Our main problem is the number of events. There is currently not enough volume of usage to make the operation and continued support of the units feasible. We risk YellowBrick will losing their motivation to continue their support. A possible solution would be to use the units in other FAI sports. Contacts will be established though the Air Sports Commission (ASC).

There has been a budget of 10K€ allocated to the current round of SGP for YellowBrick units.

4. Review of Action Items from IGC Plenum meeting March 2010.

All actions following the 2010 Plenary were progressing. See also Agenda Item 6.

5. Review of Bureau Action Items.

All actions are progressing as planned. FAI will start to redefine the web services provided to the Commissions. IGC has a number of requests for web-services, including web sites for FAI sanctioned competitions, verification of scoring software, on-line competition and for the update of the IGC Ranking List.

The Bureau will formulate these requirements to the FAI office.

With the development of the new web services it was decided to postpone the initiation of the FAI/IGC online competition until these new services are in place.

Action: PE to draft skeleton for IGC requirement document, and ask Bureau members to formulate requirements.

6. Financial status

There are no major issues. All due Sanction Fees have been received by the FAI office.

FAI has a deficit in the 2011 budget. It is being considered to use funds from Sporting Commissions to close the gap.

There is a request from FAI's auditors to require commissions to provide their budgets and balance figures for approval to the FAI General Conference. IGC already has these figures available and sees no problem in providing them.

7. Updated Championships Bid Document.

EM had reviewed the Bid Document, and found only minor issues to be corrected. Before issuing a new version, EM will capture the comments and proposals raised by the Szeged Stewards.

We do need to be more precise about the cost issues. The Organiser Agreement needs to be more precise. We may have to include penalties related to bad performance in line with other FAI Sporting Commissions. This could mean that the registration fee would be collected by FAI directly, and paid to the organisers in a pro-rata system. Fees withheld after the competition due to bad performance would be returned to the participating NACs

A number of other proposals were also discussed to better monitor the performance of competition organisers. It was agreed to publish a table with the key characteristics of a successful bid on the web-site, to allow for an easy comparison with the actual performance.

Action: PE to create table with key characteristics of bids accepted for coming years.

Action: EM to speak to Graeme Windsor from IPC about their experiences with a performance based application requirement and subsequent payment system.

8. Finalisation of Continental Records work.

The proposal to remove the requirement for a World Record to first be approved as National Record had been sent to CASI, as this is an issue for the General Section of the FAI Sporting Code. Depending on the decision from CASI, this will result in a proposal to the 2011 Plenary.

Hans Obermayer is working on the minimum requirements for records for each continent. These will be tabled at the 2011 Plenary for approval.

9. Updates from Working Groups.

Only the Annex A WG had provided a report to the meeting, see Agenda item 2.2.

10. Proposals for 2011 Plenary.

a. Revised championships structure:

The Championships Structure Working Group delivered its report to the Bureau. The report recommends the following future structure:

1. No changes are to be made to the following classes; **15 Meter, 18 Meter, Open, Standard, Club.**
2. No changes to the IGC Competition Calendar are recommended to the Multi-Class World Gliding Championships comprised of the **Open, 15 Meter, 18 Meter.** This event is recommended to remain in **EVEN years.**
3. The Multi-Class World Gliding Championship that has the current configuration of **Standard, Club and World classes** will be changed. The **World Class** will be deleted and the **20 Meter Two-Seater Class** will be added.
4. The Multi-Class World Gliding Championship comprised of **Standard, Club and 20 Meter Two-Seater Class classes** will be competed in **EVEN years.** The entry configuration for this WGC will be as follows:
 - **Standard Class** – 2 entries per NAC
 - **Club Class** – 2 entries per NAC
 - **20 Meter Two-Seater Class** – 1 entry per NAC
5. The **13.5 Meter Class** will have it's own World Gliding Championships to be held for the initial time in 2015 and be competed bi-annually in **ODD years**
 - **13.5 Meter Class** – 4 entries per NAC

The Bureau will ask the Plenum to approve the recommendations of the CSWG and to implement them immediately, meaning that the new configuration of the Multi-Class Championships will be in effect for 2014.

Action: EM to finalise CSWG proposal to Plenary including the question of handicapping the 20 Meter Class.

b. Carriage of water ballast in the 13.5M Class

A proposal concerning the carriage of water ballast in the 13.5 M Class will be raised. The Bureau believes that there was a misunderstanding during the voting of the 13.5 M class in 2010, and would like the plenary to confirm the decision. The proposal will say “The 13.5 M class will be allowed to carry water ballast”.

Action: PE to prepare the 13.5M water ballast proposal to Plenary

11. Proposals received for 2011 Plenary.

The following proposals had been received at the deadline the 30th September 2010:

- From South Africa to have the 2012 IGC Plenary 2012 in South Africa
- From USA to Record declarations
- From Poland to have Medals for the WGC Team Cup

12. Received bids.

The following bids had been received:

WGC 2014, 15M, 18M and Open Classes:

- Räyskälä, Finland
- Vinon, France
- Leszno, Poland

No bids were received for the other classes.

EGC 2013, Standard, Club, World and 20m two-seater Classes:

- Michalkow, Poland

No bids were received in the flapped classes.

13. Planning for the 2011 IGC Plenary meetings.

- Bureau meeting: 2nd March 09:00 to 3rd March 13:00
- Steward training: 3rd March 14:00 to 18:00
- Plenum programme: 4th March 09:15 to 5th March 17:45
- Guest speakers: One speaker identified.

14. AOB.

Proposed change of dates for 2011 EGC:

Following a survey amongst the participating teams, it became clear that a change in dates would cause problems for some pilots. It was decided not to change the dates as requested by the organisers.

Peter Eriksen

IGC-secretary