



KU møde

WEB: Tirsdag d. 24/09-2013 20:00 – 22:30

Deltagere:

Poul Kudal Guldbæk (PKG)
Klaus Vang (KV)
Øjvind K. Frank (ØKF)
Felipe Cvitanich (FC)
Ulrik Sørensen (US)

Afbud:

Thomas Leander Poulsen (TLP)
Mads Leth (ML)
Arne Boye-Møller (ABM)
Morten Bennick (MB)

Nationalholdstræner (NIL)

1) Actionlog.

- a. Sportsviden kursus. Mads Leth indgår i arbejdet. FC og ML aftaler nærmere, med det mål at have kurset afviklet i løbet af vinteren.
- b. Rekorder. PKG indgår i arbejdet. Der er 2 rekorder under behandling. Når disse er behandlet opdateres UHB. Dette forventes at være tilendebragt i løbet af 1 md.
- c. Øvrige UHB rettelsers. ØKF aftaler med ABM.
- d. ØKF har ind rapporteret SAC til IGC rankinglisten. Desværre blev DM ikke gyldig – så den kommer ikke med i 2013.
- e. VM 2014 deltagere er fordelt på pladser ud fra deres indplacering på nationalholdet, samt deres ønsker:
 - i. Henrik Breidahl, 15m
 - ii. Arne Boye-Møller, 18m
 - iii. Jan Andersen , Åben
 - iv. Johnny Andressen, Klub
 - v. Peter Eriksen, 18m
 - vi. Mogens Hoelgaard, 15 m
 - vii. Rasmus Ørskov, klub
 - viii. Christian Skov, Std
 - ix. Svend Andersen, Reserve 18 m
 - x. Stig Øye, Reserve 15 m
 - xi. Thomas Laugesen, Std.



- xii. Ulrik Sørensen, Åben
- xiii. Nicolai Larsen, Reserve øvrige klasser.

- 2) Kvinde VM 2015.
 - a. Agnete Olesen og ØKF indtræder i styregruppen for WWGC 2015.
 - b. Hjemmeside til WWGC 2015 er under udarbejdelse. IGC er ved at udarbejde en hjemmeside skabelon der i fremtiden kan anvendes til alle VM og EM'er. WWGC 2015 kan blive den første konkurrence der anvender denne. Kim Jacobsen indgår i arbejdet.
 - c. Der udtages ikke et decideret kvinde nationalhold til 2014, men der arbejdes med at udvikle nogle kvindelige talent – der kan supplere de kvindelige VM piloter vi allerede har. TLP koordinere dette jf. tidligere referat.
- 3) DM/SAC perioder 2014.
 - a. DM 29/5 – 8/6 (9/6 reserve) klub, 15, 18m, 2- sædet og std.
 - b. SAC, Junior DM. 21-31/7
 - c. Det overvejes at flytte Std. klassen til SAC perioden, afklares endelig senest d. 30/11-2013 jf. UHB 730.
- 4) Sporting Code.
 - a. IGC's arbejdsgruppe omkring simplificering af Sporting Code har udsendt et spørgeskema til alle nationer. Spørgeskemaet har været udsendt til alle KU medlemmer. På daggrund af drøftelse blev skemaet udfyldt (ændring i forhold til sidste KU møde) ØKF sender Danmarks svar til IGC. (Bilag)
- 5) EM 2013.
 - a. Under den sidste konkurrencedag ved EM i Polen var der en del forvirring omkring lukning af startlinjen. Det betød i praksis at de danske 2 klubklasse piloter, sammen med en del flere, fik åbningen af starttiden som afgangstid. Holland er ved at indsende en klage over forløbet, og vi kommer med det danske syn på forløbet.
- 6) Arnborg (KV)
 - a. KU er kommet med vores indstilling til fly på Arnborg (for 1 år siden). Indstillingen følges, og gennemføres på følgende måde:
 - b. LS8 skal have 3000 timers eftersyn til næste år, derfor udsættes om-lakering så det foretages sammen med eftersynet.
 - c. Discus'en udskiftes til en LS8 hurtigst muligt.
 - d. KU inviteres til brugermøde på Arnborg i efteråret.
- 7) Næste møde bliver som aftalt et fysisk dagsmøde med diskussion af DM klassestruktur, udsprunget af flere input og diskussion under pilotmøde under DM. ØKF opretter DOODEL.

For referat

Øjvind K. Frank



A poll on some proposed changes to the Sporting Code

to: all IGC delegates
from: IGC Sporting Code committee

Preamble

Following the general acceptance of the intent of the discussion paper, “*On simplifying the content of the Sporting Code*” presented at the 2013 IGC Plenary, the Sporting Code committee has proceeded as below based on its own consultations and much input from pilots.

With so many changes to the Code (it will be a new document), we suggest that it would be very time-consuming to proceed as usual with a normal Year 1 vote for every change under consideration. Since the committee was given direction to make significant simplification and modernization changes as a general policy, the committee (with Bureau approval) is of the opinion that most of the changes can be presented *en masse* as a Year 1 proposal, provided that delegates are given suitable advance notice of the proposal and are able to indicate an early preference for the change options envisioned so far.

Each delegate is asked to indicate the preference of their NAC for each change in the attached list and to e-mail your response to the committee by 30 September. You may respond on the Word file by deleting an unwanted “agree” or “disagree”, as appropriate, or by modifying the pdf file if you are able. If you have no preference, leave the question unanswered.

On the basis of the results, the committee will edit the wording of the final Year 1 proposal for a Plenary vote and distribute it by the usual date. Delegates will understand that this omnibus Year 1 proposal will not satisfy everyone but will represent the best effort of a year of work, and it will no doubt generate further individual change proposals for later meetings.

General concepts

1. That a new Code contains the shortest set of record and badge courses that still allows the maximum expression of soaring achievement.



2. That a new Code contains the minimum set of evidence requirements to verify a soaring performance.
3. That distance records have a minimum of flight constraints on their conduct, while speed records are tightly controlled.
4. That evidence requirements for badges be less restrictive than those for records, and that those of the lower badge be the least restrictive in order to minimise disincentives to cross-country flying at the entry level.
5. That, for ease of use and better understanding, the new Code separates the text for rules and badges.

Ross Macintyre, chairman IGC Sporting Code Committee

Code simplification/modernization changes – IGC delegate poll

Objective 1: Realize the maximum expression of soaring performance with distance and speed courses well suited to various types of lift. Many different distance course types exist at present; these course types would be reduced to four: straight, out and return, triangle, and pilot option, based on course geometry and number of turn points claimed, and whether declared or free.

Does the maximum expression of distance soaring performance lie more in an achieved planned distance or an absolute distance? Declared tasks are constrained by the course type and are flown exactly as declared. A declared distance task cannot result in a performance greater than a free distance claimed from TPs selected post-flight.

Badge achievement levels require at least one task in which the pilot demonstrates the ability to plan and execute a declared course. This shall be the Diamond Goal.

Agree Disagree

Distance records and other distance badges will only use fixes claimed post-flight as TPs and start/finish points shall be declared if required for the task.

Agree Disagree

If, however, your NAC would give more value to a declared distance record over a free distance record, then the free distance set of records shall be discontinued.

Agree Disagree

Note: if your NAC prefers that both distance record types be retained, see the discussion at the end of this poll on unresolved issues.

The committee sees no reason for retaining a 10 km minimum separation of TPs for a Pilot Option distance task – eliminate this restriction.

Agree Disagree



Objective 2: Simplify Code requirements pertaining to declared way points.

The current Code defines two alternatives for achieving declared start and finish points, using a line or a sector; and two alternatives for achieving declared turn points, a cylinder or a sector entry – but four different declared course types now exist. The committee recommends having a single method for achieving each waypoint.

Crossing a line is the most obvious and simple method of starting/finishing a task, and there are no OZ complications and no distance correction to apply. The line needs to be wide enough to give the pilot some safety margin for local traffic.

The start/finish is a 2 km line centred on the start/finish point at right angles to the leg being flown.

Agree Disagree

If a start/finish line is not preferred, then a sector OZ (as defined next) shall be used.

Agree Disagree

The sector is “old technology” compared to the more recent cylinder, but is easier to enter when localized weather at a TP is a problem. The committee considered several versions of the cylinder but all had complications arising from radius choice and leg correction for the official distance.

The turn point OZ shall be a sector of unlimited height having its apex at the TP and its orientation symmetrical to and remote from the bisector of the inbound and outbound legs of the TP.

Agree Disagree

If majority opinion is against a sector OZ at TPs, then the only TP OZ shall be a vertical cylinder of airspace centred on the TP having a radius of 500m. When cylinder entry is not possible, the glider may cross the extended bisector of the inbound and outbound legs of the TP at any distance from it without having a distance correction applied.

Agree Disagree

Objective 3: Rationalize the constraints on speed record and badge requirements.

An allowed 1000m loss of height (LoH) on a task is a fossil of the days of downwind distance to a landing in a low performance glider. However, for practical flight purposes, the rule is seen to still have value for distance flights. Speed records, however, are flown mostly during the strongest part of the day and rarely making use of a final glide to a landing.

To further strengthen the distinction between speed and distance records, eliminate the old 1000m loss of height (LoH) allowance for speed records.

Agree Disagree

Where a LoH penalty is applicable, the current value of 100 as a multiplying factor (changed from 50 in 1995) is high even for the maximum still air L/D of today’s Open class gliders; it certainly is for the vast majority of sailplanes used for badge flights.



The LoH factor be 50 for Diamond and below badge flights.

Agree Disagree

The argument extends equally to the “small glider” classes that did not exist when the value was increased in 1995.

The LoH factor be 50 for Ultralight and 13.5m class (if instituted, a separate proposal is forthcoming) record flights.

Agree Disagree

Using photo evidence, it was not possible to measure the LoH over an intermediate leg of a Silver distance task, hence the need to measure LoH over the entire course distance. This no longer applies with the use of FR/PRs.

The LoH shall apply to the claimed leg, not the whole flight.

Agree Disagree

The early Silver distance task was 50+ km downwind to a landing. Today the task is much easier to accomplish, and claiming a 50+ km leg on an intermediate leg of a course allows the pilot to stay close to home, possibly even within sight of it. The committee’s opinion is that this is contrary to the original purpose of the Silver distance of being a “breaking of the apron strings” of local flight for the new cross-country pilot.

The claimed leg shall be either the first or last leg of the course.

Agree Disagree

The use of mechanical and other stand-alone barographs has nearly disappeared in current practice.

For simplicity, remove these devices from the Code.

Agree Disagree

Delegate name Øjvind K. Frank

**Name of NAC DsVU (Denmark)
Date 30/9-2013**

Please return to igc-sporting-code@fai.org as soon as possible.



Significant unresolved issues

Declaration security Stronger security for the paper declaration is seen to be needed. PR use requires a paper declaration, but Claims officers say there is a lack of security for their preflight content (cheating). Cell phone cameras are ubiquitous these days, so photographing the declaration as additional required evidence could be reintroduced, but is unsatisfactory because an additional layer of proof requiring more OO control is introduced.

A simple means of making a secure, verifiable electronic declaration requiring minimal or no OO input that can be uploaded to a common website (to the NAC or IGC) is seen by many to be needed for the sport. This type of declaration will involve more technical input and general discussion before a workable change can be proposed.

The essence of a record There is a perceived need to simplify the existing record set. However, it is clear from pilot input that there is substantially more to this goal than just eliminating a distance category as initially considered by the Sporting Code committee. What a record should represent and accomplish in gliding has advocates for the greater importance of either quality or quantity. It is a subject requiring a broad consensus on what a record means for the sport, something that is always assumed until it is questioned, and must wait on further discussion before a proposal can be advanced.

It is committee's opinion, however, that if few pilots in the soaring community can name the current holder of a given World record, the problem lies with the number of existing record types, not the pilots.