

CONTEST PILOT'S MEETING Matamata 11 February 2002

Chairman: Roger Sparks **Scribe:** Max Stevens **Start:** 11:00 am

Present: Tony Van Dyk, Roy Edwards, Ian Finlayson, Tony Timmermans, Ralph Gore, Allan Eccles, Trevor Terry, Rob Lyon, Paul Schofield, Graham Wardell, David Reid, Edward Devenoges, Roland van der Wal, Philip Plane, Ross Gaddes, Grae Harrison, Stewart Cameron, Matthew Dimock, Ben Flewett, Nick Reekie, Ben Stimpson, Terry Jones, Peter Lyons, Ken Hall, Murray Wardell.

Apologies: Bruce Bartley, Lindsey Stephens, Adrian Cable, Stewart Barton, Nigel McPhee, Graham White.

Minutes of Previous Meeting: The Minutes of the Contest Pilot's Meeting held at Omarama on 16 January 2001 were read and adopted. Harrison/Finlayson

Matters Arising & New Business:

1. **Handicap for Winglets.** There was a suggestion that the 1% penalty for winglets was inappropriate and therefore unfair. The problem was highlighted by new gliders such as the Discus 2 which originally did not have winglets and was handicapped equal to the LS 8, but was now available with winglets as factory standard – should a Discus 2 so fitted require a further 1% penalty versus the LS 8 which had winglets as part of the original design ? The current handicap table does not apply a further 1% in this case. Yet the original model Discus was still in production and did not have winglets as standard – should addition of winglets still attract a 1% penalty when the Discus 2 does not ? Winglets were now very common and there appeared to be no disagreement with the general contention that winglets provided a handling advantage but actually reduced high-speed performance. Other countries did not handicap winglets. A show of hands was taken on a motion (Harrison/van der Wal) that the 1% penalty for winglets be dropped – carried unanimously except for 4 abstentions.

There was further discussion on the effect on the handicap table if the 1% for winglets was to be dropped, eg the relativity between Discus and Discus 2. SRC members agreed to provide a discussion paper for posting on the GNZ web site, inviting comment prior to the Contest Pilot's Meeting at the 2002 AGM.

2. **Application of Handicaps.** It was suggested that the time had come to dispense with handicaps altogether. A contra argument was that this would tend to reduce entries and we did not have enough pilots already. The proposer was invited to present arguments in writing to the SRC during the year.

3. **Equipment for Running Contests.** It was reported that the Omarama Soaring Centre did not have funds to purchase computers, radios etc, and it was suggested that such equipment should be purchased by the SRC and transported between sites as required. This suggestion did not find favour, the preference being for the two Soaring Centres to fund the purchase of equipment for use at their own sites.
4. **Purchase of Cu-Sonde Equipment.** A Cu-Sonde device had been used with some success at the present contest (hired from Australia at AUD \$250 per week). The general feeling was that it was nice to have, but at a purchase price of NZD \$10-12,000 it was not cost/beneficial if contest pilots had to fund its purchase directly. The SRC was charged with investigating the possibility of finding external funding (such as a lotteries grant). Meanwhile, Roy Edwards was investigating the feasibility of building a device similar to the Cu-Sonde using commercially available components, combined with forecasting software already available on the internet.
5. **Switch to Using IGC Rules.** It was suggested that, for obvious reasons, we should adopt the IGC Rules for contests in New Zealand. There could be an addendum for any local variations deemed necessary. SRC members agreed to review the IGC Rules with a view to proposing their adoption for New Zealand.
6. **Length of Nationals.** Discussion on the length of Nationals indicated views both for and against retaining the 12-day duration just introduced in the current season. A show of hands was firmly in favour of keeping the new rule, ie 12 days.
7. **Location of Nationals.** A 'suggestion', aired at two previous meetings, that all PW5 and Sports Class Nationals should be held at Matamata, with all other classes being contested at Omarama was briefly debated. A show of hands indicated a strong preference for the status quo, ie Nationals for FAI classes alternating between Matamata and Omarama.
8. **Election of Pilot's Representative on Team Selection Panel.** The process for team selection for the next two World Championships (PW 5 and Club Classes) was discussed. Nominations for the Pilot's Representative on the panel were received in favour of Ian Finlayson, Roy Edwards and Grae Harrison. With those members absent from the room, selection was made by a show of hands. Ian Finlayson was duly elected.

Meeting closed 1:15 pm.