

Minutes of the previous meeting were read and confirmed T Van Dyk/ T Jones

Election of officers

With a change of D Reid for B Bartley the existing committee was available for nomination. It was moved nominations be closed A Van Dyk/ M Oakley carried

General business:-

1. Winglets. M Stevens presented a discussion paper on the current state of winglet handicapping both here and in the UK noting that the UK had more resources to research the handicap relationships than we have. The BGA have no allowance for engines or winglets per se and the comparison shows close results for a number of types. However a similar number show large differences. The SI meeting supported the status quo and the Mtm meeting supported dropping the penalty for winglets. It was moved that the handicap penalty for winglets be removed and SRC deal with any anomalies that arise B Walker/ L Stephens.

G Wills put the history of the BGA system to the meeting noting that they had been through this very argument some years ago with the results noted in M Steven's report. After some more discussion both for and against the motion was carried 28 to 4 on a show of hands.

2. Cu sonde:- R Edwards discussed the merits of using the cu sonde as experienced at Mtm this year. It was used on thermal days and with some limitations such as not predicting the effect of approaching high cirrus or the timing of a front, it was very accurate at forecasting the day.

Roger Sparks explained we didn't buy a cu sonde this last year due to cost and funding issues but we have now obtained one from Canada at a very good price. B Walker asked what rental costs for this would be and Roger thought it would be around \$200. B Walker thought this would result in a \$40 charge per entrant. J Roake indicated the GNZ exec supported this purchase and would loan funds if required.

3. Height recording gps:- R Sparks stated there was a need for height recording gps for all gnz sanctioned contests due to the need for fairness. As the cheaper gps options now have recording for height the cost problem is disappearing. It was moved that all GNZ sanctioned contests require a height recording gps trace G Wills/ B Walker carried. It was moved that an exemption be allowed for pw5 and sports class G Wills/ B Walker carried.

4. Contest documentation:- R Sparks stated that the SRC would change the rule such that a sighting of the 3rd party insurance document would be necessary but all other documentation would be included in a written declaration signed by the pilot. The contest director and/or the safety officer may make spot checks and the penalty for fraudulent declaration would be disqualification. It was moved the meeting support this rule change R Sparks/ T Van Dyk carried. R Sparks noted an increase in 3rd party to \$1m may be necessary in the near future.

5. Cloud flying at contests:- This is currently legal and R Sparks gave a run down of the current rules as per CAA and moap. The src is aware of some

cloud flying which is occurring outside the rules and asked the meeting for some direction as to whether we retain the status quo or ban it from a safety point of view considering the risks. The issue is to be discussed at pilot meetings this coming season. The meeting indicated support for the banning of cloud flying at contests.

Other matters:-

B Walker expressed the wish that the handicap scheme run to a similar format as the bga scheme, that is the higher the performance the higher the number so that Task Nav can be used to score.

T Delore expressed concern that a height recording gps trace may be used by authorities as evidence in a prosecution over airspace infringements and asked the src to investigate the legalities.

A query was made as to rule changes but it was pointed out there may be no changes after the rules come out in September but the contest director may alter a rule with the permission of the src or impose local rules for safety purposes.

R Edwards asked the meeting what it would take to attract Sth Is pilots to Mtm. The answers were shipping costs were a major factor as was the timing, and a move to a late December early January would help.

The meeting closed at 11.58am.