

Src05omm

Minutes of the contest pilots held at Omarama 6/1/05.

Present :- R Sparks, T Van Dyk, M Stevens, G Wills, K Morgan, G White and 25 pilots.

Minutes of the Matamata meeting 2004 were read and confirmed Van Dyk/Stephens

General Business :-

1. Definition of coaching had not yet been agreed by the src.
2. World champs coming up – 2005 Grand Prix in France, 2006 World/club classes at Vinon, Std/15m/open Sweden and expressions of interest requested.
3. Max Stevens reported on the Grand Prix concept to be held in France for the 1st time this year. Pilot numbers restricted to 20.
4. The practice of combining 15m and Std class was questioned by some who would like to see the classes scored separately. Others felt the class size was excellent at 28. It was clarified that essentially the standard class gliders were entered in 15m class and not the other way around. There was a feeling that the std class should be scored separately so that it was not devalued. T Passmore suggested the combined class be flown unhandicapped like the open class but R Sparks said such a plan would take 2 years to implement. R Sparks asked the scorer if the std could be scored separately and as the response was affirmative the meeting supported that action.
5. B Flewett raised the issue of combining the world/club/std classes at a world contest when thermalling speeds and climb rates were so disparate. He felt it was a major safety issue that needs to be debated within the contest pilot group.
6. The limited start height being imposed at this contest brought concern from G Harrison about the lack of safety milling around at or below start height for 5 minutes with a 0.5km start point. His request was to either increase the start point size or raise the start height. B Walker detailed the history of competition starts at the site, originally being unlimited and subsequently lowered to 10,000 then 9,000'. The pilots have indicated at past meetings their desire for a higher start height. The task setters, G Dale and G Wills favoured a lower start height as it further tests pilot skills. T Newfield favoured a higher start. D Speight suggested that safety was a main issue and heights and the number of start points should be set with this in mind. G Harrison moved that the start height be 9,000' but there was no seconder at this point and Grae withdrew his motion after further discussion. G Wills stated that a higher start required a longer task and this limited the task setters' options so preferred the option to alter start heights. I Evans agreed that the task setters need as much flexibility as possible. G Dale stated that whatever the start height pilots will congregate before the start and the better we get the more we will be together and feels there is no way of changing this. G Wills said as task setter he was quite happy to set the start height at any time before start to allow it to be set below cloud base. The feeling of the meeting was that the start height should be 9,000' when reasonable. G Dale felt the start height requirement at 5 minutes was too long and 2 minutes would be sufficient. T Harrison stated there were three factors restricting pilots – start height, start size, and time at

or below start height limit. R Sparks pointed out we can't alter the time interval for this contest but accepted the consensus was for a change to 2 minutes. D Hamilton suggested that start points be out on the line of the first track e.g. the Ewe range when the first turn is Cromwell, Clyde etc.

The meeting closed at 11.27am.