

Minutes of the Annual Pilots' Meeting 11 June 2011

The meeting opened at 10:20 am

Attendees:

Graham White, Rod Ruddick, Alex White, Ron Sanders, Nigel Davy, Ralph Gore, Max Stevens, Grae Harrison, Terry Jones, Karen Morgan, Trevor Terry, Tony van Dyk, Tony Passmore, Vaughan Ruddick, Warren Dickinson, Jenny Wilkinson, Russell Thorne, Warrick Bethwaite, Rangi de Abaffy, Tim Hardwick Smith, Peter Thorpe, George Rogers, Bob Gray, Mark Wilson, Sandy Griffin, Paul Marshall, Steven Care, Kevin Bethwaite, David Jensen, Brett Hunter, Edouard Devenoges, Gavin Wills, Maurice Weaver, Ross Gaddes, Dane Dickinson (chair)

Apologies:

Mike Oakley, Ben Flewett, George Wills, Martyn Cook

SRC annual report:

Dane Dickinson's annual report was taken as read and accepted – T Terry, Warwick Bethwaite.

Confirmation of incoming SRC:

Unopposed re-election of Edouard Devenoges and Ben Flewett. Succeeding committee confirmed as: Ben Flewett, Brett Hunter, Dane Dickinson, Edouard Devenoges, Maurice Weaver, Ross Gaddes

Minutes from previous Annual Pilots' Meeting 12 June 2010:

Minutes of previous meeting accepted as true and accurate record – Tony van Dyk, Nigel Davy

No matters arising.

Minutes from Pilots' Meetings during competition season:

Minutes of pilots' meeting from Omarama 11 January 2011 accepted as true and accurate record – Tony van Dyk, Brett Hunter

Minutes of pilots' meeting from Matamata 12 February 2011 accepted as true and accurate record – Tony van Dyk, Maurice Weaver

No matters arising.

Remits:

No formal remits received or conceived.

Proposed rules changes:

1. Speed limit on starts

SRC proposed that the starting procedures are re-written as follows:

- The pilot's speed at the point of crossing the start line must not exceed 170 kph (91.9 knots).
- The current rule (4.7.6) and penalty requiring a pilot to be below the start height for 2 minutes prior to starting are to be deleted and replaced.

- The penalty for excessive speed across the start line will be 1 point for every kph over 170kph.

Dane Dickinson explained that the intent is to achieve the same goal as the current 2 minute rule of prohibiting VNE+ startline behaviour, but prevent unintended consequences. Speed limit currently used successfully in Sailplane GP and some European competitions.

Discussion on the proposal highlighted possible issues with speed calculation (ground speed vs. actual Cartesian 3D velocity). SRC to investigate scoring problems. Suggestion of 10 kph buffer for no penalty. Additional concern was if this rule would affect unlimited height starts. Resolved that a start speed limit would only be in effect when a start height was in effect.

Motion to adopt the proposed starting speed limit with provisos of a 10 kph non-penalty buffer, and, that is affects only height limited starts – David Jensen, Gavin Wills. **CARRIED**

2. Airborne tasking

SRC proposed the following restrictions and requirements for airborne tasking:

- Task sheets for all possible tasks must be provided to pilots at least 10 minutes prior to first launch.
- Current rules governing the gate opening time apply (i.e. 15 minutes) but in addition to this the contest organisers must allow a minimum of 10 minutes from the time the selected task is announced on the radio to the opening of the start gate.
- A maximum of 3 task options can be set by the organisers prior to take off. In addition to the three task options the duration time of AAT tasks can also be changed in the air.

Dane Dickinson explained that current rules did not prohibit a task being called after launch, but that there was no precedent. SRC views that Airborne tasking could be an extremely useful tool for task setters, and feel that it is only a matter of time before it occurs. The proposal is to ensure fair procedures are in place for when it does happen. Gave examples of the system being successfully used overseas

Discussion covered many issues: safety, should be three tasks only, GPS programming, emergencies only, time may be extended, if it's not broken why fix it and who makes the decision, from those experienced in this system changes are usually minor, recommendation to limit use, start point not to change, sufficient briefing and should be used less frequently, AAT circle radii should be allowed to change, overseas aircraft spread out to adjust computers, amount of time required before launch, if adopted air tasking should reviewed at next meeting.

Motion that the proposal has the support of the meeting, subject to the provisos: that task options must have the same start point, that adequate briefing and task sheets must be given as early as possible, that airborne tasking is a tool to be used sparingly and not to become “the norm”, that the issue is reviewed as an agenda item at next year's meeting – Dane Dickinson, Grae Harrison. **CARRIED**

3. Class delineation

To tidy class entry, SRC proposed changes to class entry as follows:

- Maximum of 1.11 for 18M
- 1.05 for 15M
- 1.02 for Standard
- 0.84 for Sport
- Upward qualification possible in all classes (except club).

Dane Dickinson explained that the current rules were somewhat complex and outdated for determining a sailplane's class qualification. Felt that moving to simple handicap cut-offs would relieve confusion and provide pilots with greater flexibility in determining racing groups.

Discussion noted that handicap disparity in classes was an issue for task setters, but that this is best resolved amongst competitors. Some felt allowing upward class qualification would reduce numbers in certain classes. Need to plan for the future, and this caters for flexibility required. Discussion over handicap cut-offs – ASG 29, Diana 2, LS6w, PW6. SRC may need to amend in time.

Motion to adopt the proposed changes – Dane Dickinson, Jenny Wilkinson.
CARRIED

4. Club class

Dane Dickinson explained that it is apparent that the new club class definition has not been well received by all pilots. SRC has not reached consensus on a solution. Possible options are:

- Two tier competition.
- Restrict entry to “true” club class gliders – all other gliders MUST fly hors concours.
- Status quo

Maurice Weaver explained that discussion was needed in respect to the Club Class being scored separately, placed separately and ranked separately from non-club class aircraft.

Lengthy discussion ensued regarding how best to treat “non-club class” gliders. Was not possible to score club class gliders separately in an “open class”. Resolved that a two tier competition would not be ideal but is ultimately decided by organisers (ie if they wish to hold another class/event along side the Club Class Nationals). Outcome preferred by most is that the club class is a respected and proper racing class, but that non-club class gliders should be allowed to bolster numbers though not eligible to win. If additional prizes are awarded, that is the prerogative of organizers. Hors concours seen as best solution in addressing all issues. Scoring is to include ALL gliders, but that the scores of genuine club class gliders are LISTED separately from HC gliders. HC performances not included on ranking list. SRC to liaise with competition organisers on best event format.

Motion that Club Class Nationals to be a separate event and that non-club class aircraft compete hors concours. Club class defined as gliders with handicaps from 0.84 to 0.98 – Gavin Wills, Nigel Davy. **CARRIED**

Competition dates & venues: The following fixtures were confirmed: (Bold type denotes SRC managed contests.)

Central Plateau Soaring Contest – Taupo 2011, 29 Oct 2011 – 6 Nov competition.

South Island Championships – Omarama 2011, 12 Nov practice, 13 Nov – 19 Nov competition.

Northern Regional Championships – Matamata 2011, 26 Nov practice, 27 Nov – 3 Dec competition.

Youth Soaring Development Camp – Omarama 2011, 9 Dec – 19 Dec.

Drury Competitions – Auckland 2012.

Omarama Cup – Omarama 2012, 14 Jan practice, 15-22 Jan competition.

Club Class National Championships – Omarama 2012, 14 Jan practice, 15-22 Jan competition.

Multiclass National Championships – Matamata 2012, 28 Jan practice, 29 Jan – 8 Feb competition.

Central Districts Regional Championships – TBC

SRC to determine Central Districts and disseminate information to pilots in timely manner.

Selection of pilot representatives for the International Representative Selection Panel:

Nominations were called for and were: Max Stevens (Nom. K Morgan) & Tony Van Dyk (Nom. D Dickinson). As there were two vacancies no vote was required and these nominees were confirmed.

General Business:

1. Veterans Trophy

Tony van Dyk presented the veterans trophy (missing until now) to 2010/11 18M nationals runner up, Warren Dickinson.

2. Pilot Development

David Jensen, Brett Hunter, and Dennis Crequer had recently formed a small committee to investigate the possible creation of a GNZ driven formal Pilot Development Program. David Jensen spoke of progress thus far and asked pilots whether they support such an idea and if this was going in the right direction.

Lengthy discussion occurred about NZ representation, a national coach, pilot funding, program goals, realistic aims, flying in and working with Australia, past Programs (1990s w/ Peter Lyons as National Coach), changing mentality and culture of clubs to be more competition focused, communal resources, movement motivation and sacrifice, ideas of how to best train pilots, targeting individuals and a national squad. Resolved that the movement doesn't just want pilot development, but desperately needs it. Pilot development committee to proceed and investigate appointment of National Coach.

Meeting closed 12:30 pm