

## **Pilots meeting 4th Feb 2016 during Multiclass Nationals, Taupo**

Meeting opened 2:45pm

Attendance List:

Steve Foreman, Tony Van Dyk, David Jensen, Conal Edwards, Hadleigh Bognuda, Tim Bromhead, Campbell McIver, Arnulf Snekvik, Greg Balle, Edward Devenoges, Yves Gerster, Keith Essex, Ross Gaddes, Rob Lyons, Nigel Mc Phee, Patrick Driessen, Paul Marriott, David Hirst, Steve Care

Rob Lyons AAT and Racing Task splits does it need to be? Mostly AAT would have been set at Taupo if he was able to. Tony Van Dyk – should only be intent not hard rules. David Jensen – as tasksetter AAT easier. Tim moved David Hirst second and passed, to change to guidelines only.

Rob on Airspace Violations, points out that rules for breaking airspace is a virtual land out but must not affect other's scores which is conflicting – 50km from the start effects the score while 50km from the finish doesn't. Vertical 200ft ok. Tony Van Dyk suggests a 100 m buffer horizontal as gliding has less tolerance than CAA/Airways with planes. Pat Driessen safety not an issue and CAA don't care if there was a buffer. Dave Jensen said if everybody can make a turnpoint we can all see the airspace too. Suggestion of warnings first then penalties then landout. Rob Review penalties like turnpoints. All agreed a review needed around airspace violations and penalty structure.

Steve Foreman brought up Spot and asked the question does it need to be mandatory. From the floor – not fail safe – no real favouring for it to be mandatory – hard to maintain as private company – spot only tracker which reaches the ground apart from PLB. Rob – spot/flarm tracking website. Rob tempted to make spot/flarm mandatory at comps he is CD.

David Jensen said how many safety devices do we need and where does it stop, leave it up to the CD. Keith Essex said he wouldn't fly without spot as peace of mind for the people on the ground. Ross Gaddes didn't think Flarm should be mandatory. He would rather pilots put them in. After discussion and with many pilots having flarm it was considered that the danger to pilots that have flarm are the ones without flarm and would be safer if all had, as well as the oblivious benefits.

Hadleigh proposed that spot be up to CD and flarm mandatory by 1st October 2016 for GNZ comps, David Jensen 2<sup>nd</sup>, all voted in favour.

Rob tracking website would be great. Tim said he is working with GNZ to combine both spot and flarm.

Rob asks for a national turn point directory. Tim said GNZ project setting up as open source. Steve Care raised about wording about entry in to comps, QGP should be a requirement as at the moment a silver c could enter. Floor agreed. Tim talked about different way points segments/wedges for racing and AAT tasks, bigger circles for racing tasks giving flexibility for the task setters. Tim proposed and David Jensen, 2<sup>nd</sup> all in favour. Tony said he sitting on the fence.

Meeting closed 3.55pm