

Minutes of the Annual Pilots Meeting held at the James Cook Hotel on 23rd June 2007.

The meeting commenced at 10:35 am.

Those present:

SRC Representatives:

R Gaddes (acting chair), K Morgan, D Dickinson, T Terry

Members:

R Ruddick, M Cook, B Hunter, R Biggar, M Stevens, R Gore, M Jones, C McGrath, M Wardell, R Pryde, B Chesterman, P Schofield, S Brown, T van Dyk, G White, A White, P Miller, R Arden, G Rogers, D Hamilton, I Evans, C Drummond, G Harrison, N Davy, T Jones, T Atkins, J O'Neill, B Mace

Apologies:

S Cameron, W Dickinson, V Ruddick, P Lyons, E Shirtliff, S Ford, B Guy, L Stephens, R Edwards, B Flewett

Chairman's Report

Ben Flewett's annual report was taken as read and accepted – R Gore / M Cook.

Incoming Committee

Election of new representatives as per email vote of T Atkins & V Ruddick were announced and the succeeding committee confirmed as:

T Atkins, D Dickinson, B Flewett, R Gaddes, V Ruddick, T Terry.

Prior Minutes:

Minutes of the previous annual pilots meeting on 10 June 2006 were read and confirmed – T van Dyk / J O'Neill

Minutes of the pilots meeting at Omarama on 6 January 2007 (during Multi-Class Nationals) were read and confirmed – D Dickinson / T van Dyk.

Minutes of the pilots meet at Matamata on 5 February 2007 (during Sports/PW5 Nationals) were read by T Terry and confirmed – P Schofield / B Mace

Matters Arising:

1. FLARM

The motion was put: That FLARM collision avoidance devices are made mandatory equipment for all gliders during all future GNZ sanctioned contests held at Omarama – K Morgan / M Cook

After involved discussion regarding complications of the term “mandatory”, look-out awareness, TCAS & TPAS systems, possible future technologies, GPS tracking, the “actual” risk of mid-air collisions, and the unit cost, the motion LOST (4 in favour, 14 against).

Motion: To recommend that FLARM collision avoidance devices be carried by all gliders for GNZ sanctioned contests held at Omarama – T van Dyk / J O’Niell
CARRIED, (16 – 1).

[NB: The general consensus of this motion was that competition organisers at Omarama could establish a local rule requiring the carriage of FLARM.]

Motion: That the SRC recommend to GNZ that the Executive investigate funding options to assist clubs and individuals in obtaining FLARM devices for general use at Omarama – D Hamilton / T van Dyk
CARRIED, (14 – 3).

2. National Championships Entry Requirements

The current rule (2.1.1) stipulates “all pilots-in-command shall at the time of entering hold an F.A.I. Silver Badge or higher award”.

Motion: Rule 2.1.1 be amended so that qualification for entry into the National Championships is not Silver C, but rather that “pilots-in-command must have previous competition experience ([at least] Regionals or similar)” – D Dickinson / T van Dyk
CARRIED.

3. “Ops Normal” Calls

In order to aid narrowing search areas in the event of a missing aircraft, the periodic “operations normal” flying reports were discussed. It was generally felt that map & grid location systems were too complicated, fallible, and would create excessive work for competition organisers. Calling the task leg number with each report was considered as the simplest, most efficient method for narrowing location without compromising racing secrecy.

Motion: That a rule be created to require that “operations normal” reports include the task leg the pilot is currently flying – T van Dyk / R Biggar
CARRIED.

4. Selection of Representatives for International Championships

The MOAP Section 1-8-2 was read. It is considered by the SRC & GNZ Executive that current selection procedures are outdated. Guidance from the assembled pilots was sought regarding what revisions to the selection process were necessary.

Discussion was varied – it was felt by many that the meeting was not the proper environment for such a subject. Eventually it was agreed the SRC and GNZ should have preliminary discussions on the matter and bring more specific ideas to the pilots meetings over the 07/08 season.

One specific issue that was discussed was the prioritisation of selection (1-8-2.5). It was noted that this rule implies that priority of funding should be given towards Standard & Club class bids. The ensuing discussion was ambivalent. Opinions included:

Retaining the status quo.

Dropping all class prioritisation for selection.

That funding should be given to all selected representatives.

That funding priority should be given to pilots most likely to win.

Selection & funding should be aimed towards developing pilots.

There was considerable discussion on the election of pilot representatives and the timing of the selection process itself (refer to MOAP 1-8-2.2). The current process implies that the pilot representatives for the selection panel must be elected at the pilots meeting during the nationals. Therefore the selection process should occur after the relevant National championship. Some members thought that this constraint did not allow sufficient time for NZ representatives to adequately plan a world championship bid. Other pilots replied that this was the historical “norm” and that it would be unfair to for selection to occur otherwise.

The following motion was put:

That the SRC recommend to GNZ that section 1-8-2.5 of the MOAP be deleted – B Hunter / T van Dyk

CARRIED.

[NB: It was highlighted by M Stevens that to implement this change, the SRC needs to prioritise action as the next MOAP amendment is scheduled in October.]

5. Competition Classes

Motion: That the PW5 class be incorporated into the sports class – T Atkins / R Gaddes
CARRIED, (16 – 1).

[NB: The original intent and wording of this motion was disputed. P Schofield highlighted that the intention was to eliminate duplicate “day prizes” whilst retaining an overall PW5 trophy/champion and Sports trophy/champion. As the motion stands, the Sports class will consume the PW5 class, hence leaving one scored “Sports” class. However, PW5 trophies can be awarded additionally, subject to availability and organisers’ discretion.]

Motion: That the 15M & Standard classes shall be combined – T van Dyk / D Dickinson

Concerns over the recent quality and number of competitors in the 15M & STD classes were raised. It was suggested that a larger combined “15M Performance” class would be beneficial to the overall quality and liveliness of sailplane racing in NZ. However, it was also pointed out this would push NZ out of line from international format. Some members also felt the performance of flapped racing sailplanes was significant enough that a combined class would unfairly disadvantage the genuine Standard class competitors. There were also safety concerns regarding a large combined class. Such a class would rarely be positioned at the front of the grid, and on marginal days the onus would always be unfairly placed on other classes to be “sniffers”. Another point raised was that a larger class would mean long starting delays for some pilots as the remainder of the class is launched.

LOST, (2 – 15).

Motion: That the 15M & Standard classes may be combined without limit on number – G White / D Dickinson
CARRIED.

[NB: Actioning this motion requires the revision of rule 1.2.1. The adjusted rule should permit organisers + CD to race a large class without forcing a small number of 15M pilots from race in a separate, less lively competition class.]

6. Finish Ring

In response to the death of a photographer at the 2005 Junior World Championships in England, the BGA and FAI Gliding have both published rules and made recommendations relating to procedures for competition finishes. It was suggested by the SRC that NZ needs to react responsibly to these recommendations and should instigate changes that address the problems of low energy finishes. The suggestion was for a trial period of two seasons where 2km/500ft circular finish lines would be used in all GNZ sanctioned contests.

A letter from R Edwards (absent) was read by D Dickinson. The summarised argument in the letter was that the contest sites and the competition pilots in NZ did not produce particularly dangerous low-energy finishes. Mr. Edwards also noted that CDs & organisers currently had the ability to use finish circles but felt the problems associated with the circles were just as significant as with traditional line finishes. Overall Mr. Edwards advocated the status quo but was receptive to reasoned debate.

Some assembled pilots pointed out that the finish ring seemed to be an issue most relevant to competitions held at Omarama, and that a “ring” at other sites would be inappropriate. Most pilots thought that the status quo was not only the safest and most widely used procedure, but were also worried about losing “hard” visual references if finish rings were adopted.

Motion: To maintain the status quo regarding competition finishes – P Schofield / T Terry
CARRIED.

7. Competition Dates

It was announced that competition dates for the ensuing seasons had been updated and were published on the GNZ website. These dates were accepted – T Terry / D Dickinson

[See appended chart for sanctioned contest dates.]

8. Club Class

R Gaddes proposed that to bolster the quality of the Club class the handicap cut-off should be raised beyond the current 0.98. The suggestion was to allow any unballasted entry. Time constraints on the meeting were pressing and so it was decided the idea should be properly discussed at pilots meetings in the coming season.

The meeting closed at 12:24 pm.

ADDENDUM:

Sanctioned contest dates. Accepted at Pilots Meeting and approved at GNZ AGM June 2007.

Year	Event	Site	Practice Day	First Day	Last Day
2007	South Island Championships	Omarama	10 November	11 November	17 November
	Northern Regionals	Matamata	24 November	25 November	1 December
2008	National Championships. (with Sports Class)	Matamata	3 February	4 February	15 February
	Central Districts	Masterton	1 March	2 March	8 March
	South Island Championships	Omarama	15 November	16 November	22 November
	Northern Regionals	Matamata	29 November	30 November	6 December
2009	Multi-class National Championships	Omarama	4 January	5 January	16 January
	Sports Class Nationals (duration TBA)	Matamata	16 / 21 February	17 / 22 February	1 March
	Central Districts	Waipukurau	24 January	25 January	31 January
	Northern Regionals	Matamata	28 November	29 November	5 December