Minutes of the Pilots Meeting held during the Multi-Class National Gliding Championships in Omarama, 11th January 2011.

The meeting started at 8.32am.

1. Those Present

D Dickinson (Chair), B Flewett (meeting secretary), B Hunter, and 20 other competition pilots / organisers.

2. Apologies

Gavin Wills, Mike Oakley.

3. Prior Minutes

Prior Minutes from both the Pilots Meeting at the AGM and the Pilots Meeting at the Nationals 2010 were read. No matters arising.

4. Start Procedures

Moved by Dane Dickinson. SRC to alter start procedures to incorporate a speed limit rather than a 2 minute restriction. Seconded Hunter. Voted – carried.

5. Class Entry

Harrison – numbers dwindling. Very few 18m. Numbers low for 15M gliders for a long time – need to protect this class. Need to think about Duo Discus and change so that Duo can win Std. What about 20M class? Role 15/Std and 18/open into two classes.

Passmore – disagree with the 18M exclusion of 15M class – makes no sense

Morgan – should role Std and 15M together?

Hunter – we should delineate by handicaps alone

Cook – handicaps exclude pilots that want smaller task due to ability. Flewettt – hor con cours takes care of this. Many days we are flying a single task anyway. Too much emphasis on aircraft type rather than pilot ability. What about advanced, medium and easy?

Cable – at the regionals RL was flying club class. You can choose to fly out of class anyway.

Dickinson – should we have a handicap range, or just an upper limit? Need to consider tasksetters challenge in setting tasks for a wide range of handicap gliders.

Morgan – this would remove the incentive for people to buy new gliders that was introduced a while back.

Edwards – from an organisers perspective it is the groupings of gliders that are important. People want to fly against certain pilots.

Dickinson - moved the SRC look at changing the rules to base classes on handicap ranges rather than existing FAI structure. Seconded – Cable. Carried.

6. Airborne tasking

Dickinson – we could have, say, 3 tasks called. Then select one of the 3 tasks once all gliders are airborne.

Morgan – inexperienced pilots will struggle to cope with this.

White – this could make days useable that would otherwise not be possible.

Hunter – AATs are supposed to be used to give more flexibility. Not required.

Passmore – not that hard to replan in the air.

Cook – oversetting is hazardous. Better tasking reduces risk.

Van Dyk – only useful as far as the eye can see.

Harrison – happens in the USA all the time. Works well. Doesn't seem hazardous to select tasks in the air. Should be an option – not the norm.

Stevens – need some time limit between calling the task in the air and the opening of the start line.

Flewett – move that the SRC be asked to incorporate task assignment in the air. Seconded Harrison. Carried.

7. Multiple pilots – ranking list.

Dickinson – the question is how we should handle multiple pilots for purposes of the ranking list.

Harrison – if I was sitting in the back of an ASH and not flying I wouldn't feel right taking the trophy.

Morgan – flying is a team effort sometimes with both pilots contributing.

Harrison – historically people have jointly entered in a single seater.

O'Neil – what do they do in yachting – team is credited.

Hunter – not an issue now the list takes only the best single performance.

Passmore – if you drop the R and add a W it tells you what the list is all about.

Flewett - move that pilots can select at the time of entry who is to be credited with points for the purposes of the ranking list and trophies.   Seconded Dane. Carried.

8.   Length of nationals

Morgan – can we split the competition into two lots of 6 days?

Flewett – should we just simply shorten the comp to one week? This is the case in most countries.

Walker – our competitions need to be longer because of our weather conditions.

Harrison – should we enter a glider and allow people to come and go.

Agreed that the SRC will conduct an online survey and bring the results to the meeting.

Meeting closed at 9.55am