

Minutes
Contest Pilots Meeting
2023 GNZ Nationals, Omarama, January 2023

1 The meeting opened at 1030.

2 Present:

Steve Wallace	Chair
Tony van Dyk	TD
Terry Jones	TK
Karen Morgan	KM
Derek Shipley	DK
Max Stevens	MS
Grae Harrison	GH
Warren Dickinson	WD
Nigel Davy	ND
Graham White	GW
Yvonne Loader	YL
Wes Mclver	WM
Bob Henderson	BH - Secretary

3 Apologies:

Keith Essex

4 The Chair reviewed the Minutes of the previous pilots meeting at the Nationals (January 2022) and the Annual Pilots Meeting at the AGM (June 2022).

5 Matters Arising – Nationals:

- Item 2 - Airspace briefings were requested in Jan 22 and it was noted that these should be provided not only for new pilots but for all.
- Item 3 - Reducing the conflict between competition dates. The Chair noted that this is a balance between the sanctioned competitions, the dates of which are managed through SRC, and Club competitions, which may occur as and when Clubs wish to run them.
- Item 4 – Guidance on the use of the Finish Ring. The chair noted that subsequently other requests had been made to the SRC. It was noted that the 2022 Competition Organisers Guide has guidance on how to define the Finish Ring.
- Item 5 – Task setting while airborne. This option has been retained.

6 Matters Arising – Annual Pilots Meeting:

- Item 7 – Tasman Trophy. The Chair noted that NZ was keen to re-establish this trophy but the Australians were reluctant. SRC are attempting to resolve the situation.
- Item 7 – Task Setting while airborne. It was noted that this could only occur with pre-planned options and that the predictive weather forecasts are better making it less likely to have to use this option. The risk is that pilots need to pre-programme their nav devices in flight and / or they may not hear the call that the task has been changed.
- Item 7 – Purchase of scales. These have been purchased and a weighing demonstration is planned at Omarama.
- GH noted that, apart from the purchase of the scales, nothing seems to have actually been progressed.

- The Chair commented that a number of SRC members terms were expiring this year and this would be an opportunity for others to seek election and contribute to the SRC.

7 Agenda Items tabled for discussion at Omarama:

- (1) The use of Competition Finishes at Omarama at the Nationals (*Sponsor DK*). DK spoke of the need to sell gliding to the public and providing a Finish Line (and competition finish) was one way of engaging the public plus he felt that glider pilots were in danger of losing the skill for doing this style of finish. He asserted that Omarama is well suited to this type of finish. BH noted that the critical factor was ensuring that other, especially itinerant users, were aware of the procedures in place for managing the finishes. The Chair noted that the use of a Finish Line needed to be planned and that it was perhaps up to the CD to decide. KM noted that there were too many other users at Matamata to make a Finish Line viable there. GH asked about liability issues for the CD. WD asked what was happening oversea. BH noted that the liability was around ensuring non-competition pilots knew and understood what was happening and that Finish Rings were in use on Europe and Finish Lines were starting to be used again in the USA. GH and TD agreed with DK that we need to engage the spectators. The Chair noted that the liability would sit with the CD. BH noted that procedures were needed (*lead-in control point, landing lanes, high speed finish lane etc*) and that this all needed to be published in a SUPP. WM noted that competent radio calls and NOTAM were necessary. **Action:** The Chair summarised the discussion by noting that a Finish Line was permitted in the Rules and that it was for the CD and Organisers to create and publish the procedures for a Finish Line.
- (2) Racing Tasks for the Open Class at the Nationals (*Sponsor DK*). DK noted that he did not think AAT provided a proper challenge measuring pilot-against-pilot and would prefer to have Racing Tasks. He noted the increasing popularity of the GP in NZ. He stated that a Racing Task is simple for a single-seat pilot to fly. The Chair suggested DK ask SRC to run a poll amongst the pilots as to which task they prefer and that there was value in the AAT for task setters and for some classes (eg with a wide range of handicaps). BH noted that the 2022 Competition Organisers Guide (developed from the BGA Guide) contains guidance to the CD and task setters on the use of Racing Tasks vs AAT; Racing should be set in predictable weather conditions and AAT used when there is doubt about the viability of the weather at Turn Points. GH congratulated the Task Setter for the tasks used at these Nationals. The Chair noted that Racing Tasks should be set when possible.
- (3) Deletion of the Handicaps for the Open Class at SI Nationals (*Sponsor GH*) GH noted that the range of handicaps in the Open Class was small (107 to 114 at these Nationals) and requested that the Open Class, when flying the Nationals at Omarama, be unhandicapped. He asserted that the performance of the pilot is the major factor, not the handicap. GH asked for a show of hands for support for the proposal – there were 6 for and 1 against. It was suggested that only those who actively compete in the SI Nationals should perhaps vote at the AGM. **Action:** The Chair suggested that this request should be raised at the Annual Pilots Meeting at the AGM (through the SRC).
- (4) Two Pilots Share Flying with Two Aircraft (*Sponsor WD*). WD noted that the Rules currently allowed two pilots to share-fly one aircraft. His proposal was that each of the two pilots could fly their own aircraft on alternate days. This would be

a single entry in one Class with only one pilot/aircraft combination competing per day. He further proposed that the highest handicap of the two aircraft would be applied to both aircraft (eg. a Discus 2C (18) at 106.0 would be handicapped at 109.5 if the second aircraft was a Ventus 2c (18)). GH noted that if his previous suggestion (deleting handicaps for SI Nationals) was adopted, then this proposal would be simpler. This idea would make it easier to share-fly with another pilot thus encouraging more participation in competitions. There followed a general discussion supporting any initiatives that encouraging people into gliding and into competitions, especially for Youth Glide.

Action: The Chair suggested that this request should be raised at the Annual Pilots Meeting at the AGM (through the SRC).

- (5) Dates of Competitions (*Sponsor DK*) DK commented that the dates for the 2023 Nationals were disappointing and asked if they could be changed. ND noted that the OGC submitted their bid, with earlier dates, and got pushed around by YG camps. He noted that OGC will bid for 2 January as the commencement of the 2023/2024 Nationals.

- (6) Finish Date for the Nationals (*Sponsor ND*) ND noted that the original finish date for these nationals was set for Sunday 29 January and that there seemed to be a requirement that a Sunday be the last day. This created a conflict with travel requirements which meant pilots and volunteers not staying for the final dinner. He noted the need to juggle the availability of volunteers versus the wishes of pilots. The Chair noted that the recent changes to competitions were around the length of the competition and that it was up to the organisers to set the actual dates in their bid. It was noted that organisers needed to be clear in their bid about the Practice Day, First Competition Day and Final Day in a bid.

8 The Chair closed the meeting at 1130