

NOTES OF PILOTS MEETING HELD AT MSC GRAND PRIX CONTEST MATAMATA - 4 MARCH 2025

GRAND PRIX DISCUSSION

OBJECTIVES AND FORMAT

Comments on Tracking:

The tracking and visual presentation of the racing is noted as a significant positive feature of this type of contest. Helpers, public spectators and other gliding people can follow the racing action on easy-to use tracking programs. Suggest it should be a requirement of GP racing for all gliders to have track following enabled.

Tim encouraged all to promote the contest on social media.

CLASSES

General agreement from the meeting that the currently used max of 12 gliders in a class is OK.

Class A (the highest handicapped gliders) should be the first to race.

Noted problems with conflict between gliders in different classes if multiple starts use the same start point.

Tow drop zone must be away from the other class starting zone, and not in front of the start line.

HANDICAPS

Discussion compared the current NZ method of applying handicaps with Australian practice which varies the distance each glider flies at every TP.

Most preferred the simpler current way we do things.

Noted that, after the first TP circle, low performance gliders become the thermal marker for following higher performance gliders giving them an advantage. Suggested the variable circle could be later in a long task, even the last TP, rather than the always being the first TP.

Some commented that the GP format works best with tasks of fewer TPs and longer leg lengths. Out and return tasks (ie only one TP) are good.

GP START

Discussion about how start line should be set? Agreed continue with current practice.

FINISH LINE/CIRCLE

Some strong opinions for finish lines to be used. ie "competition finishes"

Others pointed out potential safety issue at Matamata due to potential conflict with public traffic.

SCORING

Should gliders that landout be ranked in order of distance flown? Yes.

Agree current scoring values are OK.

DANGEROUS START RULE & PENALTY

Meeting generally thought current rule is OK. Noted that intention is for no gliders to be manoeuvring in the start D after 1 min. before start time. All gliders should transiting through the start D heading generally perpendicular to the line.

Pilots were advised that it is much better to incur a start time penalty for being early/late/high/fast than to be disqualified for manoeuvring against the direction of other gliders.

AIRSPACE PENALTY

Agree current rule OK.