

Review of implications of proposed change in Rules to implement IGC handicap requirements rather than our own specific BGA ones as currently applied

The Competitions Committee agree with the prevailing view amongst Club Class pilots that a change to using the IGC handicaps makes sense and will level the playing field regarding selection for internationals. However there are varying options possible for adoption of IGC rules and this document explains the implications. Our view is that adopting the [IGC Procedures \(Handicap Events\)](#) is probably the most sensible option, but this would mean that two-seaters cannot compete, and that gliders with a handicap lower than a Libelle would have to compete at the Libelle handicap. We would like comment from Club Class pilots on this so please read and absorb this document and then feed your thoughts to us via the survey at <https://www.surveymonkey.com/r/clubclass>

Below is text from BGA rules identifying current BGA variances which allow two-seaters in Club and also allows gliders on IGC list to participate using BGA handicaps even if they don't meet the BGA handicap limit of 98.

10.2 Club Class. Water ballast must not be carried, scores are handicapped, and gliders listed in Appendix 1 with a Speed Index not exceeding 98 before additional performance enhancement handicap increments, are eligible to enter. In addition, all gliders listed on the current IGC Club Class handicap list are eligible. All gliders will fly at their allotted BGA Speed Index.

The only ballast of any sort that is permissible is that intended solely for the purpose of centre of gravity adjustment. This must be securely installed in such a way as to not invalidate the glider's C of A.

Two seat gliders may be flown in the Club Class, provided that at registration it is declared whether the glider is flown solo or dual. The number of people on board may not be changed during the competition and in all cases the P2 must meet the requirement of 6.6.

If we adopt IGC Annex A in full rather than just the "IGC Procedures for Handicapped events" document which simply covers handicaps, weighing procedures and eligibility, all International requirements would need to be met which may not be practical – key points at issue would be different scoring parameters, start and finish procedures, collision avoidance system mandating and other flying procedures including cloud flying restrictions etc.

Our preferred option instead would be to specify that events are to be run according to "IGC procedures for handicap events" document only (see attached pdf) with all other aspects controlled by BGA rules. This limits the requirement to the parts we believe we are realistically thinking of incorporating. This could simply be implemented in our rules by providing the IGC handicap procedure document in an Annex and point specifically in BGA rules to the sections within IGC document that override BGA rules in the case of the Club Class Nationals.

So what does it mean to us if we implement

- 1 Handicaps move about a bit depending on type – (see attached pdf)
- 2 There is a process to monitor weight and a process to declare overweight and hence increased handicap
- 3 Handicaps for add-ons are different – 1% for winglets and 0% for wing fairing and 0% for turbulator mods – BGA rules have just changed to 0.5% for all modifications including winglets.

4 The upper handicap limit glider type is same as current UK

5 The lower handicap limit type is higher than current UK; a glider not on the list may not be flown; permission may be gained to fly lower performance gliders but they fly on lowest list handicap – eg Ka6 would fly on handicap of a Libelle.

6 Two-seaters would not be allowed

7 Engine equipped gliders would receive extra handicap because of their higher weight.

8 The IGC have just agreed to implement a handicap reduction for pilots more than 10kg less than the reference weight for each glider. The idea of this is to not only level the playing field but to discourage pilots from attempting to fit ballast in unsafe places in the glider.

9 Weighing would need to take place or instead a declaration of flying weight instigated – Director could then weigh selectively anyone not volunteering to take a handicap penalty. The points penalty for under declaration leading to a handicap error would need to be a significant deterrent.

10 In principle, control of future amendments to handicap and ranges of handicap will be by IGC so would be by default be accepted. The BGA has one representative on the IGC handicap committee so has influence.