

Minutes of a Meeting of the BGA Competitions and Awards Committee

Date: 12th January 2019 Venue: Husbands Bosworth

Present:- Liz Sparrow-LS, Russell Cheetham- RC, Matt Page-MP, Brian Spreckley-BSp, Alan Langlands-AL, Paul Crabb-PC On Skype: Benedict Smith B-Sm

Apologies:- Rich Hood-RH, Matt Davis-MD, Iain Baker-IB, Justin Craig-JC, Graham Garnett-GG

1. Meeting Admin

LS thanked The Gliding Centre for hosting the meeting.

The minutes of the meeting held on 15th December were approved.

2. Awards Nominations

LS announced that all of the 2019 Award Nominations had been finalised. List here:-



V1.1Awards 2018 for
BGA office.xlsx

It was noted that, to mark Ian Strachan's retirement, it would be appropriate to nominate both Ian Strachan and Tim Newport-Peace for recognition of their outstanding work on the BGA Waypoint list through the award of a BGA diploma.

3. IGC Proposals

A number of proposals are due for discussion at the forthcoming 2019 IGC Plenum:-

Year-2 proposals: There are two year-two proposals, one from Germany seeking to have Flarm returned to its original purpose and to allow pilots to select whatever options they wish. The other is from the USA, regarding a change to how speed and distance points are calculated. Neither proposal is yet firm enough to consider. Further detail should emerge.

Year-1 Proposals: There are around 40 proposals, some of which overlap. The following significant ones were discussed:

- **Tracking Data (UK):** A proposal that any tracking data used in IGC competitions must come from a secure source (a device carried by each glider, but under the control of the IGC or the organiser) and that publication of the data should have a built-in time delay.
- **External Aid (UK):** A proposal that use of mobile devices and reception of data not in the public domain in the cockpit be banned. It was pointed out that some in-panel integrated devices are likely to offer in-cockpit internet, so "mobile device" may have to be reworded to include these.
- **Event Marker (Poland & Australia):** The event marker is our preferred solution for reduction of leeching/following. There are a number of independent proposal in this area, but there is a lack of consensus on exactly how the event marker should be used. MP suggested the Polish protocol, which has been extensively tested in competitions should be acceptable and circulated it during the meeting. The exact

protocol preferred by the UK can be developed in email discussion in the coming weeks.

- **“Early Bird” (Various including UK)** Again, there is little consensus on how this should be implemented. Concern was expressed that any early-start bonus should be in proportion to day points, not a fixed number of points. This proposal to be monitored and we should seek its withdrawal if an Event Marker solution is approved.
- **DHTs to be used in Handicapped Classes (Australia)** This should be supported.
- **Place Scoring (Australia)** Proposal to drop the 1000 point system in favour of simple place scoring. This is not seen as desirable. Wait for Year 2 wording.
- **14 Proposals (Belgium)** This is a complex set of proposals designed to eliminate gagging and following through the use of large start and finish circles. It does not appear to have been well thought-through. It was agreed that a large start circle could be of use, but only in combination with an event marker to allow starts anywhere inside the circle, not just on exiting it, as proposed. Wait and see how this develops.
- **DAAT (IGC Bureau)** This a proposal to provide an AAT type for Open Class in which account is taken in the scoring of the distance flown. Currently, in the IGC rules, all finishers receive maximum distance points (unlike the UK rules). This is seen as discouraging Open Class pilots from making best use of their performance. A new “Distance AAT” is proposed. We should support this proposal.
- **MTOM Increase in 13.5m Class (Lithuania)** This is a proposal to increase the MTOM of the 13.5m Class to 350kg. It is likely to be accepted but we should not support it on the basis that it removes the microlight gliders from any serious contention. Resulting in just another class.
- **Add Mini-Lak to IGC Club Class Handicap List (Lithuania)** The committee feels that this is against the purpose of the Club Class, which should not be open to new gliders, and should be discouraged.
- **Drop Start Time Reporting If Tracking in Place (Spain)** We have no problem with this proposal.
- **Secure Scoring Programme Parameters by Checksum (Spain)** This proposal seeks to establish a method of checking that scoring Software/Scripts can be checked for unauthorised amendments by using a published checksum. We should support this.
- **Cub Class handicap list to include all compliant gliders regardless of handicap. (Lithuania)** We do not agree with this as it would lead to unmanageably wide handicap spreads in Club Class..

- **Standard /15M Classes Rethink (Poland)** This proposal contemplates the evolution of the current Standard and 15m classes into a single new Standard class with a lower MTOM, which the proposers suggest would be beneficial in terms of insurance costs and would stimulate design in a beneficial way. Merging of 15m and Standard classes could be worthwhile. This proposal should be kept under review to see if it could be flexed into something we could support.

BS	Continue to monitor, influence and report as outlined above	Ongoing
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4. 2019 Comp Rulebook

AL presented the latest draft of the 2019 rulebook. The following changes were discussed:

- **No Lower limit on Task Group** The Rules Sub-committee proposed that rule 4.6.2 be amended to allow pilots to qualify for a rating or as a National Champion in competitions with task groups of fewer than 10 gliders on day 1. Falling entry levels mean National championships can now approach this number, causing unnecessary uncertainty for pilots as well as organisers as to whether a competition will be valid. It was felt that it would not be appropriate simply to select an even lower number, since a significantly lower entry would put the competition in doubt in any case and the status of a competition should be in the control of the CC or the organisers rather than be the result of the largely unforeseeable outcome of a rule. The committee approved this proposal.
- **Minor Airspace Infringement Penalties** Following input from the Airspace Committee it was agreed that the penalty for minor airspace infringements should be escalated for second and subsequent offences at the rate of an extra. 50 points for each additional day on which a penalty is applied.
- **Speed Indices** A number of proposals have been received for changes to the speed index list:
 - **Certain Vintage Gliders** RC had consulted with the VGC and updated largely based on this advice and with reference to other similar gliders.
 - **Kestrel** A Kestrel owner had requested a revised handicap for her aircraft due to its inability to carry water ballast. This was not approved.
 - **New Breed of gliders not so good in 15m mode** We considered the speed indices initially allocated to JS3-15m and Ventus 3-15m last year, with an increase in handicap based on an expectation of increased performance, this was not backed up by evidence and feedback received suggests this may have been too high. Remove the additional 0.5%. Noted that in 18m mode, performance seems better – just 15m mode reduction.

Post meeting note – the decision on 15m JS3/Ventus3 has been queried within the sport. Minutes inevitably abbreviate discussion but here is an expansion on the rationale for the decision. The handicap was set last year without any data to support it - just supposition that there might be an improvement with the newer designs. It will be a very long time (if ever) before there is any actual measured data available to anyone to support any handicap increment. After a year in use, it is apparent from observation that these gliders in 18m mode

are somewhat better in stronger conditions than those 18m gliders that previously shared the 111 handicap point so the 111.5 estimated last year (increase of 0.5) was retained. In 15m, this feedback was not evident and it was decided that with a much heavier empty weight resulting in likely inferior performance in some circumstances that the 0.5% increase given to these designs could not be justified without measured or significant observational data coming to light. When measured data is available then it will be possible to more accurately assess these designs which might require further adjustment in future in both spans and for one or both glider types.

- **New Rule 5.12 preamble** Remove the word “Unfair” from the preamble regarding new Rule 5.12

It was agreed that 2019 rulebook should be published without delay.

RC	Produce a definitive list of changes to Speed Index List	ASAP
LS	Review the 2019 Edition preamble	ASAP
AL	Incorporate agreed changes in final draft and circulate	ASAP
LS	Submit final draft to Exec for approval	ASAP

LS thanked the Rules Subgroup for their work in producing the 2019 Edition

5. Club Class Gagging/ Code of Conduct

Matt Page presented the draft of an announcement the Club Class organisers wish to make to counter the apparent reluctance of some pilots to enter the competition due to its poor reputation for gaggle safety. The announcement contains a number of provisions intended to reassure pilots that the organisation will take steps to improve the standard of gaggle flying including, among others:-

- The publication of a Code of Conduct for gaggle flying. This is being developed by Mike Fox and will be published before the competition season.
- The use of a dedicated Gaggle frequency
- Mandated use of Flarm Privacy (priv) mode.

There was considerable discussion on the last topic. This could not simply be approved by the CC for inclusion as a Local Rule, but would require approval by the BGA Executive and the Airspace Committee. It was agreed that a trial of the new Priv mode in a single competition could be valuable. Some debate ensued on whether flarm itself would have to be mandated in the trial. No firm conclusion was reached, LS to prepare a paper for consideration by the Exec and Airspace Committee seeking approval for a trial in a format to be agreed.

LS	Prepare a paper on proposed Flarm trial	ASAP
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6. AOB

- **Turnpoint Density** AL had previously circulated a paper outlining the variability of turnpoint density in popular gliding areas and proposing that a number of additional

turnpoints should be requested to help resolve this. AL agreed to circulate a general invitation to CC members to contribute proposed turnpoints in under-served areas and to co-ordinate input to Tim Newport-Peace before the Feb 14th deadline.

AL	Prepare submission of extra TPs to Tim N-P	14/2/19
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- **Foreign Pilots at Nationals** Russell Cheetham made a proposal that a guaranteed number (say 5) of Nationals places be allocated for pilots who do not meet the nationality or residency criteria set out in Rule 2.1.2. It was agreed that this could be considered as a formal change for 2020, but for this year, foreign pilots who may be interested in flying in a British Nationals should be encouraged to enter under the normal priority system.

RC	Publicise Nationals places among O'seas pilots	Next Meeting
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There being no further business, the meeting was closed.

ADL 18/1/2019