



*Fédération
Aéronautique
Internationale*

Minutes

of the Annual Meeting of the
FAI Gliding Commission

**held in Rome, Italy
on 29.2 and 1.3. 2008**

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**Minutes of the FAI/IGC Plenary meeting
Rome 29th February and 1st March 2008**

Note: The agenda together with all reports, documents and proposals referred to in this report can be found on the FAI web www.fai.org/gliding/meetings

1. Opening

IGC President Bob Henderson called the meeting to order and requested the observation of a moment of silence in honour of friends and colleagues lost in the previous year.

The delegates were welcomed to Italy and Rome by Senator Leoni. He felt it was a great privilege to welcome the world's highest gliding body to his country. The FAI Secretary General Max Bishop received a special welcome due to the help he has provided to the air sports in Italy. Senator Leoni mentioned that organising the World Gliding Championships in Rieti was a great opportunity for the Italian Aero Club, and he thanked the President of the Italian Gliding Federation, Andrea Tomasi, for having taken the initiative to bring the above mentioned activities to Italy.

Mr Tomasi also welcomed the IGC delegates to Rome. He personally felt it was a good idea that IGC meetings moved around, not only for the delegates to see new places, but also to have the possibility to meet the presidents of the different national aero clubs.

1.1 Roll Calls

IGC Secretary Peter Eriksen called the roll of the meeting. It was determined that 27 votes were present including 2 proxies, from Portugal to Spain and from Luxembourg to Austria, thus 14 votes would be required for an absolute majority on any ballot, and 18 for a 2/3rds majority. Chile and Australia arrived during the morning, making the total number votes 29. 15 votes now required for absolute majority, 20 votes for 2/3rds majority.

The IGC Secretary again called the roll at the beginning of the second day, Saturday 1st March. Delegates and proxies present totalled 31, an absolute majority required 16 votes, 2/3rds majority 21 votes.

Apologies were received from the Australian, Danish, and Russian delegates, all represented at the meeting by their alternates.

1.3 Conflict of Interest

The President then asked the meeting participants to declare any conflicts of interest, which was done.

2. Minutes of previous meeting, Lausanne 2nd and 3rd March 2007

The IGC Secretary presented the minutes of the previous meeting held in Lausanne 2nd and 3rd March 2007.

The minutes were approved without comments.

3. FAI Matters

The FAI Secretary General reported that the FAI General Conference took place in Rhodos, Greece, where several important decisions were taken:

The FAI Commission on Airspace and Navigation Systems (NAVAC) was formed. This body will have its first meeting on the 19th March in Paris. A key aim is to form an FAI airspace policy and to actively suggest solutions to airspace problems. It is clear that the European airspace problems are spreading to other parts of the world. NAVAC is chaired by the FAI President. IGC is represented by Mr Ian Strachan.

A new Working Group was formed on Unmanned Airborne Vehicles (UAV). UAVs cause a number of problems for the Modelling Air Sports in terms of defining the boundary between models and UAV, as well as to other air sports with regard to integration into the air space. There is a fear that the number of UAVs will explode in the coming years, and these aircraft will not only fly within segregated airspace. The concept of "Sense and avoid" is being developed to complement "See and avoid". The Working Group is tasked with defining what a UAV is and to develop a policy for sharing airspace with these devices.

A 5% discount on all 2008 FAI subscriptions will be given due to the income from Red Bull, where FAI provide a safety supervisor.

It was decided to make the FAI Sporting License Database mandatory from January 2009. Name, date of birth and license number must be uploaded to the Database. FAI is one of the very few international organizations that does not know who has a license.

FAI Commissions can now choose to elect their Bureau for 2 years.

Commissions were reminded that secret ballots must always be used when officers are elected.

A new president was elected for the Air Sports General Commission (CASI) Mr Henk Meertens from Australia.

The 2008 FAI Conference will take place in the Aosta valley close to Turin, Italy. The 2009 conference will be in Korea, a country where air sports are in rapid development.

The call for organising the 2011 World Air Games has been submitted, closing date is 31st March. Several candidates have announced interest in making a bid.

A new staff member, Mr Rob Hughes, has been employed in the FAI office in Lausanne. Rob is former Vice President of the UK Microlight organization. The office will now be reorganized to provide improved service to the Commissions.

A meeting was organized with IAOPA in Washington to sort out the cooperation between the organizations. Joint policy positions will now be developed.

The organization of air sports in Brazil is unclear. FAI has withdrawn the sporting powers from the country until the situation is clarified.

Mr Bishop finally mentioned that an update of the ATMOS project would be given later during the meeting by Mr Alvaro de Orleans Borbon.

4. IGC President's report

Mr Henderson referred to the report circulated before the meeting and added that the 1st Vice President Eric Mozer had acted as president during the autumn where Mr Henderson had been unavailable due to commitments at his work.

The president reported that he participated in the recent conference of the European Gliding Union. 23 countries are now members of EGU.

The survey conducted at the last Plenum showed that the delegates preferred less detailed technical discussions and more time for discussion and briefings. The agenda of this meeting is adjusted to achieve this with 3 non-technical presentations.

Following comments received, he confirmed that the first World Sailplane Grand Prix was held in France in 2005, the recent 2007 competition in New Zealand being the second.

The president mentioned that the Bureau is looking at ways to work smarter to avoid burning people out. "We need to be careful and see how we best can use the resources we have".

He finally thanked the FIVV President Andrea Tomasi for hosting the IGC meeting in Rome and Max Bishop and the FAI office for the support provided during 2007.

There were no comments to the President's report, which was accepted unanimously.

5. Finance 2007 report

The IGC Treasurer Dick Bradley presented the 2007 Finance Report and 2008 to 2010 budget.

The President mentioned that the presented report was a cash flow report. During the coming year this will be turned into an accrual system. In the future the accounts will include outstanding debtors and creditors.

The 2007 report and 2008 to 2010 budgets were unanimously approved.

6. Reports not requiring voting

6.1 OSTIV report

Prof. Loek Boermans referred to the published report, and added that Piero Morelli passed away in January. Piero was chairman of the Sailplane Development Panel (SDP) for 22 years.

He thanked Secretary Cedric Vernon, who is a real master in formulating text in the airworthiness code. Cedric has been editing all papers for the OSTIV conferences for many years.

In March 2006 our highly respected Honorary Member Lt. Col. Floyd J. Sweet passed away. Floyd was one of the founding editors and publishers of our Journal of Technical Soaring in 1970, when he was the chairman of OSTIV's Technical Section.

SDP and the Training and Safety Panel (TSP) met in Delft (NL) for three days in November. The SDP elected a new chairman, Dr. Helmut Fendt.

Prof. Boermans mentioned that EASA sends observers to the meeting. These observers participate in an active way in the debate, and secure a good contact to the European Aviation Safety Agency (EASA).

Based on preparatory work done by the SDP Crashworthiness Subcommittee, EASA has sent out a Notice of Proposed Amendment (NPA) for Cockpit Crashworthiness that will increase cockpit safety in new gliders.

The work on the draft "Standard Operating Procedures" was debated by the SDP; it was concluded that, similar to the OSTIVAS airworthiness requirements, a global document is needed with a set of recommended procedures with details possibly to be controlled by the local organisations. The current document will be amended accordingly.

Next meeting of the SDP is in Luesse during the 2008 WGC.

The IGC president thanked Prof. Boermans for his report and for the work done by OSTIV, and assured him that there are very close links between IGC and OSTIV. He then opened the floor for questions.

The French Delegate Roland Stuck asked if it was correct that the glider manufacturers had protested to EASA against the increased cockpit safety requirements.

This was confirmed by Prof. Boermans.

There were no further questions, and the OSTIV report was unanimously accepted by the meeting.

6.2 Sub-Committees

6.2.1 Communications and PR Report

Mr Henderson stated that IGC, with the Sailplane Grand Prix, for the first time had a product that could attract the critical mass of spectators via the internet and therefore potentially can attract sponsors as well. We will maintain ownership over the Grand Prix sporting event, but will work closely with professional experts and the FAI to manage the sponsors.

In addition to that we will continue to improve our internal Public Relations and communication with the member organisations and glider pilots via the FAI/IGC web and the Newsletter product.

The report was accepted by the meeting.

6.2.2 Web Specialist's Report

Mr Peter Ryder had nothing to add to the written report.

The report was accepted by the meeting.

6.2.3 Championship Management Committee Report

Mr Henderson mentioned that the two reports presented during previous meetings, Championship Management and Competition Development and Quality Control Report were merged into one report, and that this would be the case in the future.

Mr Mozer mentioned the second meeting of IGC Jurors and Stewards that had been organised prior to this IGC meeting. He saw that as an important element of the continuous improvement of competition quality. He thanked Vice-presidents Roland Stuck and Brian Spreckley, and the South African delegate Dick Bradley, all three experienced jurors and stewards, for having organised these meetings. He encouraged not only Jurors and Stewards but also other delegates to participate in the coming meetings, in particular as we are short of IGC officials for future competitions and need to recruit more.

The report was received by the meeting without further comments.

6.2.4 Sporting Code Committee report

Ross Macintyre referred to the written report, and mentioned that he would explain the proposed changes to the Sporting Code later during the meeting.

The report was accepted by the meeting.

6.2.7 Air Traffic, Navigation, Display Systems (ANDS) Report

Mr Bernald Smith asked the meeting to confirm the continuation of the five persons sitting on the Committee, which was done unanimously. In addition to Mr Smith the members are Ian Strachan (UK), Hans Trautenberg (Germany), Angel Casado (Spain), Tim Shirley (Australia) and Marc Ramsey (USA).

Mr Smith reported that ADS-B (Automatic Dependent Surveillance-Broadcasting, a replacement for secondary radars using transponders) is slowly being implemented. There are now three systems around the world, Australia, China and the American system UAT. Unfortunately the systems are not interchangeable, and this is a blocking factor for future development.

Cost is still a problem for light users like us, but will come down to around 1000 dollars in the coming years.

In the USA the decision has been taken to implement ADS-B from 2020. In Europe no decision has been taken yet.

“In the Committee we have also discussed FLARM. The number of units sold shows that there is an interest; the problem with FLARM is that the big aircraft can’t see you. We will need that in the future”.

Another issue discussed was the Unmanned Airborne Vehicles (UAV). Mr Smith explained that UAVs will need to see and avoid VFR traffic to be allowed outside segregated airspace.

The report was received by the Plenum without comments.

6.2.8 GNSS Flight Recorder Approval Committee (GFAC) Report

Mr Ian Strachan gave an update to the published report. Six Flight Recorder (FR) units are presently under test.

“For these new units a new trend has been discovered. The new units all download the files to memory cards. GFAC suggests that a validation program is used when verifying these files. The verification program used to verify downloaded files should build that into the verification software for competitions and records.

For all the old LX FRs build by FILSER, the company LXN is now the design authority.

There are still problems with GPS altitude in COTS FRs. We have analysed a number of records and many of them show wrong altitudes. GFAC’s position is that we must continue with pressure altitude”.

Mr Strachan then referred to the new FAI NAVAC Committee where several IGC delegates are members as national representatives.

The main issues in this committee are: satellite navigation systems, radar transponders, GNSS-based systems - Flarm & ADS-B - and in particular the need for low-cost ADS-B for sport aircraft, aircraft battery technology and last but not least the preservation of airspace.

6.2.7 Low Cost Gliders Committee Report

Mr Foltin had nothing to add to the written report that was accepted by the meeting.

6.2.8 Scoring Committee report

The Committee Chairman Visa-Matti Leinikki thanked the members for their work in this Committee that was formed in 2007.

The plan was first to establish the requirements for scoring software, then the testing procedures.

The outcome would probably be proposals for changes in the SC3 Annex.

On the issue of direct IGC approval of scoring software, Mr Leinikki was uncertain on how to proceed. Unlike hardware like Flight Recorders, it is far more difficult to validate scoring software with rapidly changing versions. The Committee will table proposals in 2009, but they would probably not include direct IGC approval.

The report was accepted by the meeting without further comments.

6.3 Specialists

6.3.1 Baron Hilton Soaring Cup Report

Mr Hannes Linke could not be present at the meeting.

The report was accepted by the Plenum.

6.3.2 CASI Report (Air Sports Commissions)

Mr Johannessen referred to the published report and asked the meeting for comments. He mentioned that the History Committee needs to be reformed and reported that Peter Selinger and Angela Sheard were the new members.

6.3.3 Environmental Commission Report

The report was accepted by the meeting.

6.3.4 On-Line Contest Report

Mr Reich noted that the number of participants registering flights on OLC had increased by 8.6 percent.

He then handed out the diplomas of the 10 best clubs in the 2007 OLC Champions League to the respective Delegates.

1. Warner Springs, USA
2. Albuquerque Soaring, USA
3. Black Forest, USA

6.3.5 Simulated Gliding Report

Mr Stuck had nothing to add to the published report.

6.3.6 IGC Ranking List Report

Mr Spreckley referred to the written report, mentioning that the Sailplane Grand Prix had been included and explained how this was done.

He mentioned that the short-term focus for Ranking List developments was improvement of the quality of the presentation on the web including the information about pilot details, automatic entry of contest results and better credit control.

In the longer term, development of the contest liaison and the pilot database would be sought. A move towards a pilot-based sanction fee was also under consideration.

Finally the creation of an International Pilots Ranking for simulated gliding was being considered.

The report was received by the meeting.

6.3.7 Airspace, Licensing, Medical

Mr Stuck added to the written report that the harmonisation of licenses in Europe had progressed considerably. EASA will soon publish a Notice of Proposed Amendment (NPA), the formal way of notifying users/industry about changes to European rules. The proposal is developed together with Europe Air Sports (EAS) and the European Gliding Union (EGU). The NPA will propose an EASA Recreational Pilot License, mainly with increased intervals between medical examinations, and based on medical examinations done by general practitioners.

The aero-medical doctors (AME) don't like this, and are lobbying against us. We will have to continue the fight, now not against EASA, who support us, but against the AMEs.

6.3.8 Membership Challenge

The report from Mr John Roake was distributed at the meeting; it is an updated report including revised figures from the USA, where there now are 31.000 pilots, while before we had only 20.000 registered in the USA.

The President concluded that it looked as if the membership numbers had stabilised, and hoped to see an increase next year. He also mentioned that it was a struggle to get the information from the member organisations. IGC would like to increase the information collected in the future to also include safety issues such as accidents and incidents.

6.4. Past & Future Championships

6.4.1 5th FAI Juniors WGC 2007 - Italy

There was nothing to add to the report from the Chief Steward.

6.4.2 4th FAI Women's WGC 2007- France

There was nothing to add to the report from the Chief Steward.

6.4.3 14th FAI European Gliding Championships 2007 - France

There was nothing to add to the report from the Chief Steward.

6.4.4 14th FAI European Gliding Championships 2007 – Lithuania

There was nothing to add to the report from the Chief Steward.

Mr Mozer thanked the organisers of competitions during 2007, including Stewards and Jurors, for their good work, having achieved good quality competitions.

6.4.5 30th FAI World Gliding Championships 2008 - Germany

The organisers reported that they currently had 164 pre-registered entries. There was a need to reduce that to the maximum field of 130 proposed in their bid plus the reigning World Champions. A meeting to discuss this would be organised with the IGC Bureau to develop a procedure for reduction of the number of pilots if required.

It was confirmed that there will be an OSTIV SDP meeting at the site.

Mr Mozer added that the IGC were happy to see this high number of entries, it shows good engagement in high level sporting events.

Mr Henderson confirmed that the Bureau would work with the organisers to find a solution for the high number of entries, and announced that the rules of prioritisation of entries would be revisited in the future.

6.4.6 30th FAI World Gliding Championships 2008 – Italy

The organisers reported that they had 116 pre-registered entries from 26 nations and 5 continents. They were confident that they would end up with around 110 final entries.

The surface of airfield would be improved before the competition; all activities would be concentrated on the east side of the field, only the main morning briefing would be on the west side, reducing transport movements on the airfield.

There will be 20 tow planes. A Condor 3D visualisation tracking system will be in place.

The South African Delegate Dick Bradley asked if the cost of a Team Office was included in the Entry Fee.

The organisers answered that the cost of an office on the field was 1200 Euro and is an additional cost.

Mr Bradley also noted that the price of camping had increased compared to original bid.

The organisers answered that they had the lowest entry fee in many years, and needed to secure a certain income to run the competition.

Mr Spreckley, UK Delegate, agreed with Mr Bradley, and was concerned about this development in cost.

The organisers added to their previous reply that camping charges not were under their direct control because the camping facilities had been outsourced to a private company.

A question about who actually can fly in the Club Class was raised. It is possible to interpret Annex A so that a two seater can fly in the Club Class but this had not been decided by IGC.

Mr Mozer replied that the handicap factors will be decided by the Bureau while the addition of or removal of types from the list will be decided by the Plenum. The Plenum can of course overturn decisions taken by the Bureau.

6.4.7 5th FAI Women's World Gliding Championships 2009 – Hungary

The Hungarian Delegate Zoltan Meszaros reported on the progress of the preparations, including the organising team, the airfield, and the infrastructure.

The Finnish Delegate asked if the number of water supply stations would be increased before the competition.

The Slovenian Delegate Andrej Fijavz asked how the organisers would manage the road crossing the final approach in case of low approaches.

Mr Meszaros confirmed that there would be more water supply stations, and mentioned that there is a two meter high fence around the airfield that, together with the Annex A rules, would assure that finishing gliders would pass above the road at a safe altitude.

6.4.8 6th FAI Junior's World Gliding Championships 2009 - Finland

The Finnish Delegate reminded the meeting that there will be an open Junior Nordic Championship in Rayskala during summer 2008. More information can be found on the Internet.

6.4.8a 15th FAI European Gliding Championships 2009 - Russia

The Russian Alternate Delegate Nina Shalneva said that she had no additional information about this event.

6.4.9 31st FAI WGC 2010 – Slovak Republic

The Slovak Delegate Vladimir Foltin explained that the team organising the WGC in Prievidza would participate in organising this spring's competition in Nitra to gain experience from major competitions.

6.4.10 31st FAI WGC 2010 – Hungary

See item 6.4.7.

6.4.11 1st FAI South American Championships 2007- Argentina

There was no report from this competition. The President mentioned that a request had been received to reduce the Sanction Fee to 300 Euros for this first Continental Gliding Championship outside Europe.

Mr Bradley wanted to know if we were setting precedence if we accepted this request.

Mr Mozer responded that this was a first attempt to organise such a competition. One of the roles of IGC is to support development of the gliding sport. IGC has not had any expenses related to this competition and IGC has granted a number of waivers from Annex A to give as much assistance as possible to the competition.

The Chilean Delegate Rene Vidal added that there is a commitment from Argentina, Chile and Brazil to organise this event every 2 years.

The President was of the opinion that IGC should support the initiative and grant the request. With more countries competing and more pilots on the ranking list we have a good case, but we of course expect them to follow normal procedures for the future.

Mr Bradley made it clear that he had nothing against granting the request, he just wanted to understand the consequences. Mr Bradley suggested that we have a special fee for developing countries.

Mr Bishop added that other commissions had the same problem. They have also taken the approach to support emerging continents.

The Irish Delegate Bruno Ramseyer suggested suspending the entry fee to 2009 and to ask the Bureau to propose rules for emerging continents.

The Greek Delegate Alexander Georgas agreed that the Sanction Fee should be suspended until the Bureau could formulate a policy.

An amendment was then formulated:

*The remaining Sanction Fee from South America is suspended to the next plenary.
The Bureau is to develop a proposal for Sanction Fees for Continental
Championships for emerging continents*

In favour 2 votes, against 25 votes, abstentions 2

We were then back to the original proposal to cancel the remaining Sanction Fee

*The remaining Sanction Fee from South America (1200 Euros) is cancelled. The
Bureau is to develop a proposal for Sanction Fees for Continental Championships
for emerging continents*

The proposal was adopted with 27 votes for, no votes against and 2 abstentions.

Guest Speaker Professor Antonio Dal Monte

Prof. Dal Monte presented his concept of crash protection of glider cockpits based on the concept of shock absorption material in the cockpit nose, and a mechanism to separate the cockpit from the rest of the fuselage in the case of accidents in order to prevent the pilot being injured by the heavy centre part of the wing structure. The presentation and the demo movie are available at the IGC website.

6.5 Approval of Competition Officials

Mr Mozer presented the Bureau's proposal for Jurors and Stewards for future Championships.

6th FAI Junior's WGC 2009, Finland

Chief Steward – Axel Reich

Steward – Marina Vigorito

Jury President – Tor Johannessen

Jury Members – Patrick Pauwels, Lasse Virtanen

15th EGC, 2009 Russia

Chief Steward – Dick Bradley

Steward – Visa-Matti Leinikki

Jury President – Peter Ryder

Jurors – Ross Macintyre

Approval of Chief Steward for WGC's in 2010

31st FAI WGC Slovak Republic: Roland Stuck

31st FAI WGC Hungary: Brian Spreckley

The list of officials was unanimously approved by the meeting.

6.6 Sailplane Grand Prix (SGP)

6.6.1 Report from the 2007 FAI World Sailplane Grand Prix Final

The President reported that the recent Sailplane Grand Prix Final in New Zealand had been a success despite the tragic accident. A number of lessons had been learned, also in relation to the marketing of the product, and the Bureau was keen to continue the SGP.

6.6.2 Call for candidates Qualifying SGP 2008-9

The following proposals have been accepted by the Bureau:

<i>Name</i>	<i>Site</i>	<i>Class</i>	<i>Dates</i>
Torino SGP	Torino	15 M	17-21 June 2008
SGP of France	St. Auban	15 M	1-6 September 2008
SGP of the UK	Lasham	15 M	1-7 September 2008
SGP of Slovakia	Nitra	18 M	7-13 September 2008
SGP of Australia 2008	Narromine	18 M	30 November – 6 December
SGP of Poland	ZAR	Club	26 April – 2 May 2009
Austrian SGP	Feldkirchen	15 M	17 – 23 May 2009
SGP of Chile	Santiago	15 M	TBD

The Bureau had decided that for the next round of Sailplane Grand Prix the selection of finalists will be as follows:

- 1st and 2nd placed pilots qualify for the Final; for a QGP with less than 10, only the 1st placed pilot qualifies.
- 3rd placed pilot is Reserve; 2nd placed if less than 10 participants. The Reserve only replaces a pilot from the same QGP.
- Plus current World GP Champion
- Plus a wild card entry for Organisers if the Organisers do not have a pilot qualified to fly in the Final

6.6.3 Call for candidates SGP Final 2009

Mr Henderson reported:

“The Bureau has decided that it will discuss with potential candidates in order to find the right place and organiser of the final. We have pilots and organisers, now we need to go to the next phase of development, which is to create the marketing opportunity for the GP.

We have commercial entities that are able to give us a partnership. We have a product, the media package from the external providers, and together we can go to an organiser that can organise the event.

The question is how we make this look so we know it is important for the audience. What is our target audience?

The last two days in New Zealand were held in Wanaka together with the air show, and we learned that we need to know if we are running an air show or a competition, we can't really do both.

The WAG is going to be a grand prix format, but not a QGP. We will end up with about 14 glider pilots that will race a GP in Turin, selected from the best pilots in the world”

The Australian Alternate Delegate Ms Beryl Hartley asked in which class the WGP would be.

The President responded that it had been decided that it would be the 15 meter class, as these gliders are considered to be the best for the racing event.

The Chilean delegate asked if there was a Business Case for the WGP

Mr Henderson replied that the cost of the competition was approximately 160.000 Euro, the media production cost was 300.000 to 400.000 Euro. The cost of two days television production in Wanaka was around 750.000 Euro. This explains why we need partnerships to do this.

The Spanish Delegate Angel Casado asked who the owner of the internet property would be for future competitions.

Mr Henderson replied that this is to be discussed with the FAI, as FAI need to co-sign any agreement related to media rights, but FAI/IGC will in any case retain ownership of the sporting event.

The Greek Delegate Georgas: “We clearly need a long time agreement. Do you think we can achieve that?”

The President: “That is our aim, but it may take 5 years to get there; in the meantime we need to keep it alive”

The Slovak Delegate: “How many subscribed to the event on the Internet?”

The President: “Around 1000 purchased the full package, with another 3000 part time accesses. We don't know how many followed without subscription.”

7. Presentation of bids for future championships

7.1 2011 FAI Women's World Gliding Championships

Sweden presented their bid for Arboga.

Italy presented their bid for Rieti.

7.2 2011 FAI Juniors World Gliding Championships

Germany presented their bid for Musbach.

7.3 2009 FAI European Gliding Championships

The Slovak Republic presented their bid for Nitra for the 15 Meter, 18 Meter and Open Class.

The bid from Lithuania (Pociunia) was withdrawn before the meeting.

8. Questions on all Bid Presentations

The German Delegate asked if there was any chance to reduce the Entry Fees for the Women's WGC as 750 Euro seemed high.

Both organisers answered that 750 really is the minimum they could accept.

Mr Henderson asked what Entry Fee they proposed for the EGC in Nitra.

Mr Foltin answered that it was 799 Euro.

Mr Bradley asked if it was correct that the Camping Fees in the proposal from Rieti were lower than the ones for the WGC 2008 in Rieti.

Ms Marina Vigorito confirmed this, and added that the organisers of the camping would be different in 2009 to those in 2007. She guaranteed that the camping fee would not increase.

The President wanted to know from all bidders if they had all approvals necessary from local clubs, airfields etc., and if they had budgets and key staff in place

This was confirmed by all bidders.

The President then asked if any of the bidders had structural work required on the airfields or the facilities, and if that was the case whether they had funding in place and permission to carry out that work.

All reported that they had no construction to carry out. Sweden would however need to extend the runway if there were more than 60 participants, but this could be done without any risk

9. Reports and proposals requiring voting

9.1 Proposals from the Bureau

9.1.1 Election of IGC Bureau Members

The President presented the proposal, which would give more continuity in the Bureau and also reduce the time used for elections at the IGC Plenum. FAI has just recently changed the By-laws to make this possible. The Bureau had considered staggering the elections so that half of the Bureau was elected each year, but the FAI did not allow that.

The South African Delegate wanted to know why FAI had decided to change this.

Mr Bishop replied that it was on request from a Sporting Commission.

Mr Henderson added that the FAI Executive Board is elected for 2 years as well.

The USA Delegate wanted to know the view of the Bureau.

Mr Henderson answered that the Bureau found it reasonable, but added that the Bureau would not have any problem to continue with the old 1-year rule. He noted that, if accepted by the Plenum, this proposal would apply to the elections in 2009.

The proposal was then put up for vote.

For the proposal: 28 votes, against: none, abstentions: 1

9.1.2 Long-term agreement with Air Sports Limited

The President presented a proposal from the Bureau to authorise the Bureau to seek a long-term agreement with Air Sports Limited (ASL), through the FAI, for the Internet based-product for the SGP, in a similar style to the agreement which we have with the OLC for the on-line competition.

The IGC establish a formal long-term relationship with Air Sports Ltd for the internet based coverage of the GP gliding races. This would be done by a Memorandum of Understanding or similar document.

ASL is looking for a long-term relationship with the FAI. For the Sailplane Grand Prix Final in New Zealand there was an agreement between ASL and FAI for the single event.

The President clarified that if the meeting was in favor of the proposal, the Bureau and FAI would go back to ASL and negotiate a long-term partnership; if the meeting was against, it would be on an event-by-event basis.

The Belgian Delegate Patrick Pauwels: “Are there any financial implications and a time scale envisaged?”

Mr Henderson: “ASL wants a 10-year contract, the Bureau is uncomfortable with that and we want a shorter period. We need to be careful not to bind ourselves to one partner for too long a period. We need on the other hand to provide a guarantee to the partner for long enough for him to market the product. We will want the partner to pay a license fee, and maybe also a return of profit.”

The German delegate: “The proposal is not precise and 10 years is a long time to be bound. The German Aero Club already has a contract with TV for the WGC, will that be in conflict with this new initiative?”

Mr Henderson: “Yes 10 years is too long. Conflict with other media providers is an issue. This is however only GPs, but we are aware of the risk. We need to find out from you if we want to go in this direction”

The Irish Delegate Bruno Ramseyer: “Has ASL also asked for media coverage or is it only the Internet rights?”

Mr Henderson: “It is for the Internet coverage. The rest of the package, including cameras, is expensive and risky.”

The Spanish Delegate Casado: “Who is going to own the Intellectual Property Rights (IPR)?”

Mr Henderson: “FAI will retain the IPR, this is a high risk for FAI, and we need to assure that ASL always remain with FAI”

Mr Spreckley, the British Delegate: “We have to be careful with the way this proposal is formulated, as it is suggesting that we only have consent to discuss with ASL. The proposal should be reformulated to allow the Bureau to discuss with appropriate partners”

Mr Vidal, the Chilean Delegate: “We are in contact with ASL for our National Grand Prix, it is clear that ASL need local support to produce this”

Ms Hartley, Australia: “We know that ASL has spent up to 1 million dollars. We must expect that they want return on investment. Has ASL asked FAI to sign an agreement with all the air sports?”

Mr Bishop: “Yes, we are in contact with ASL, and they are interested in having an agreement covering all FAI sports”

Ms Hartley: “Will they (ASL) block other sponsors?”

Mr Henderson: “They could, but we would need compensation then. ASL is funded by an investment company ready to invest for 5 to 10 years before having a return on investment”

The Austrian Delegate Platzer: “I support the amendment proposed by Mr Spreckley, but we also need a bailout option. We should see if we can find another partner as well, and we should not be blocked by local media producers”

Mr Bishop: “We are only talking about Internet rights. Media rights for our international events are owned by FAI and we decide when we want to transfer them”

The Greek Delegate Alexander Georgas: “We have a fantastic product but it is expensive to produce. We must make it clear to ourselves that we are not trying to make money. We want to get on TV. We have to accept that partners earn money from the product so we have to accept that we need get out of it what we want - the exposure on TV”

The Dutch Delegate Robin van Maarschalkerweerd: “When I look at the proposal I see only one possible provider. We should not limit ourselves”

Mr Casado: “I think this will evolve rapidly, we have to be careful binding ourselves for a long period”

Mr Mozer: “I agree with the Dutch and British viewpoint, we should look for other possible partners”

The proposal was then amended to read:

The IGC establish a formal agreement with an appropriate partner for the internet based coverage of the GP gliding races. This would be done by a Memorandum of Understanding or similar document.

There were 25 votes for the amended text, 3 against, 1 abstention

A vote for the amended proposal was then carried out

26 voted for, 1 voted against, 2 abstentions.

The amended proposal was adopted.

9.2 Proposal from Greece

It is proposed that a Country Development Working Group be created with the purpose of assisting in the development of gliding in countries with emerging soaring movements.

The Greek Delegate explained that the main issue was to find successful strategies by looking at other sports and to create a framework for growth. Gliding is a fantastic sport but it is difficult to get the members, and it is difficult for new countries to develop the sport.

“What can we do to help emerging countries, to broaden target audience, and to market the sport, like we are doing with the Gliding Grand Prix?”

We need to better address prospective pilots, to match the needs of the coming pilots. We think it is straight forward to develop the sport in a new country if we organise it, and the more countries we have, the more power we have and the more visible we are to airspace”

There was no debate after the impassioned speech from the Greek Delegate, and the vote was taken.

For the proposal 23, against 1, abstentions 5.

The proposal was adopted.

9.3 Proposal from Italy

Declaration of interest by the FAI Gliding Commission about the creation of a common, stable standard in data communications over radio frequencies.

The Italian Delegate had nothing to add to the proposal.

Mr Bernald Smith: “This is a commercial dispute. I don’t think we shall interfere in this”

Mr Bruno Ramseyer: “At the ANDS committee we have the responsibility for this, but we did not really know what this is about. We asked for a meeting to better understand what we thought was the dispute. After the meeting we have decided that it does not really come into our remit. It is a result of a dispute between two companies. It is not an issue for IGC, maybe FAI would like to take this onboard”

Mr Angel Casado: “The reality is that FLARM has the monopoly. The question is if we shall interfere in this or let the market solve it by itself”

The Italian Delegate Aldo Cernezz: “This is not a proposal designed to intervene in or solve a dispute between manufacturers; this to set standards for the future”

Mr Rick Sheppe, Alternate Delegate from USA: “This is interesting. We should look at this, but not make it a responsibility of the ANDS Committee, this has wider consequences”

The IGC secretary Peter Eriksen: “Future access to airspace requires the ability to safely mix low density IFR traffic and VFR flights. This means that we need to fly with a device that will make us detectable. We should therefore assure that devices will be available for us in the future based on ADS-B, which is the commercial surveillance standard for the future. FLARM in its present form is not compatible with ADS-B.”

Mr Henderson: “The Bureau agrees that we should ask the newly formed FAI Commission on Navigation and Airspace deal with this issue.”

The vote was then carried out:

28 votes for, 1 vote against, 2 abstentions.

The proposal was adopted.

9.4 Sporting Code Section 3, General Section

9.4.1 Proposals from the Sporting Code Committee

a. SC3 General Section, draft 2008 Edition (Year 2)

Mr Ross Macintyre explained that the changes made in the Sporting Code (SC) are as follows:

- a. Any rules specifically designed for photography have been deleted
- b. Deletion of the start and finish lines, leaving the release (or stopping the MoP) and a declared start point as the basic alternatives for starting a performance. For a finish, a landing and entering the observation zone of a declared finish point remain, as now, with a new “virtual” finish selected post-flight from a valid fix. This latter provision gives a glider a similar finish option as the motor glider who can start the motor to finish the performance.
- c. The observation zone for both start and finish is restricted to the sector OZ to remove confusion that has led to incorrect applications of the cylinder OZ for start or finish. It also removes an anomaly that allowed both starts and finishes to occur before the start or finish points had been attained.
- d. A Straight distance flight currently may be done without photography, so this has been retained with only a barograph as a verification instrument.
- e. Chapter 4 Appendix. This gives specific rules for the use of COTS GPS for silver and gold badge flights. Included are the criteria that the unit must meet for an NAC to authorise its use. The NAC must ensure the unit complies with these rules.
- f. Chapter 5 and the old Chapter 6 have been combined. The Official Observer and Certification are more logical this way. While there have been no changes to duties or certification from the present there is one additional certificate which has been added. It has long been accepted that pilots are expected to fly legally, and the new certification is for the pilot to say that this was the case. We have already published this certification for World Records in the FAI Claim Forms. It is included in Chapter 5, as part of 5.3.2 to apply to badges as well. The need for legal flying is just as applicable to badge flights as it is to World Records. This certification also includes the current rule regarding night flight.
- g. It should be noted that some references to Annex C occur but the paragraphs referred to are no longer correct. This is an area which may only be corrected when Annex C is completed.

Dr. Peter Ryder had reviewed the draft. He found that the document was still too complicated, and that it could be simplified further. He showed a number of examples where this was the case, and suggested that the work should continue, but within clear policy statements.

The IGC President: “One way forward would be that the Plenum accepts the work that has been done until now, and that the work continues with the SC Committee in cooperation

with the Bureau, allowing the Bureau to make the final review and acceptance. We will in addition ask the delegates to provide comments to the present draft by 31st March 2008.

If you do not accept that, the SC committee will bring the document back for approval at the plenum in 2009”

Ms Hartley, Australia: “I am very interested in this as I analyse the Australian record claims. It is more and more difficult for us to use the present SC. We need a document that is unambiguous. I suggest you throw Annex C in the bin; it just leaves room for interpretation. I strongly support Dr. Ryder’s work on this, you must realise that we may have a pilot that will take us to court one day because World Records are so important and so expensive to make. We would like to see the document again next year. We need a document that is far easier to use for the pilot”

The German Delegate: “It’s a huge work that has been so far, but we need to do this even better. The document is old fashioned”

Mr Henderson: “At this point in time I would prefer to discuss only strategy and the process, not the content”

The Greek Delegate Georgas: “What will happen if we empower the Bureau to finalise this?”

Mr Henderson: “You will be asked to review and provide comments before October, otherwise it will go on the agenda for next year’s Plenum”

The proposal to mandate the Bureau to finalise the Sporting Code was then voted on.

For the proposal: 10, against: 18, abstentions: 3.

The proposal was lost. The SC Committee will continue to work on the new version of the SC and present it to the 2009 Plenum.

The President undertook to coordinate a timetable for publication of drafts of the SC with Mr Ross Macintyre to enable further comments from Delegates during the year.

9.4.2 Proposals from Germany (Year 1)

a. SC3, Introduction of Continental Records

Amendment to Chapter 3 “World gliding records”

The proposal implies three parts:

- a) the implementation of continental records into the sporting code regulation frame,*
- b) the reduction of the number of types of world record flights (as displayed in table 1 of sporting code)*
- c) to combine world record classes.*

Before giving the floor to the German Delegate Dr. Hanno Obermayer, the President reminded the meeting that a proposal similar to the first part of this proposal had been rejected at the 2006 meeting.

Dr. Obermayer: “I am aware that this is not the first attempt. Germany resubmits this because we think it will boost our sport. World Records are very specialised things, on most continents you can’t make them anymore. We want younger pilots to set records, we

need new challenges, we need to attract the media. This is a Year-1 proposal, in practical terms we only propose to set up a working group to define how to do this.”

The Finnish and Spanish delegates both stated that they had difficulties seeing the added value of the proposal.

Ms Hartley, Australia: “How can we administrate this, the FAI office can’t handle this as they are only rubber-stamping the record claims coming from the National Federations.”

Mr Bishop, FAI Secretary General: “It is a misunderstanding to think that we only rubber-stamp record claims. We carefully analyse each claim.”

The Russian Alternate Delegate, Ms Shalneva: “In our opinion this will open up for more opportunities, pilots will have changes to set new records, but we should restrict pilots to fly in their own region only.”

Mr Bradley, South African Delegate: “I support this, and agree with Germany that it will stimulate the sport”

The President: “It is a year-1 proposal. Who will validate the records would be part of what we will have to look at. I do foresee problems, but we have time to sort that out.”

Mr Bishop: “As a matter of principle these records must be handled like World Records by the FAI office”

The proposal was then voted on.

For the proposal: 22 Against: 7 Abstentions: 2

The proposal was adopted by the meeting.

b) SC3, 3.1.4, Reduction of the number of World Records

The proposal was withdrawn.

c). SC3, 1.0.4, Reduction of the number of World Record Classes

The proposal was withdrawn.

9.4.3 Proposals from USA (Year 1)

a. SC3, 4.6.2 (and Annex A 4.7 and 13.8) Jamming of GNSS receivers

USA proposes to amend paragraph 4.6.2 (f) (iii) of Sporting Code Section 3 by adding a condition that will credit the pilot with entering an Observation Zone when loss of position evidence can be attributed to deliberate interference (jamming) of GNSS signals.

Mr Rick Sheppe, Alternate Delegate of the USA, explained the proposal and why it was a problem in certain parts of the USA where the GPS signals are routinely jammed.

Australia wanted to know if we were addressing a problem that only exists in the USA.

The GFAC Committee suggested that there was no easy way to solve this.

Mr Macintyre would be very concerned if we allowed any of this for record flights.

Mr Casado did not see any possible solution to this problem.

The Dutch Delegate stated that not even the pilot could be sure that he had correctly passed a turning point if his GPS was jammed.

The proposal was then put up for vote.

For the proposal: 9 Against: 13 abstentions: 7

The proposal was lost.

9.5 Sporting Code Section 3, Annex A

9.5.1 Proposal from Germany (Year 1)

a). SC3, Annex A, 5.4, Control Procedures (two amendments)

1) Actual wording 5.4. d): The engine must be started or run....., as soon as possible, "as soon as possible" should be replaced by the wording "immediately (within 5 minutes) after release"

Annex A already has a time requirement, which is 3 minutes. The amendment would be to change that to 5 minutes (Year 1).

The proposal was unanimously adopted.

2) Additional regulation/additional paragraph: "All logger files of a competitor have to be made available for evaluation on each (competition) day to the championship directors"

The Year-1 proposal was unanimously adopted.

b). SC3, Annex A, 7.7.6, World Championships/IGC Handicap List

To introduce a regulation which is limiting the maximum wing loading of Club Class gliders, e.g. to max 37 kg/m²

Dr. Obermayer explained that the reference weight used today is arbitrary; Germany would prefer to have a limit of the wing loading to make it clear and simple, e.g. 37 kg/m²

Mr Foltin, Slovakian Delegate: "The proposal, if adopted, would allow water in the club class, I don't think that is a good idea, in addition to that we have gliders that are above 37 kg/m wing loading."

Dr. Obermayer: "In addition to this proposal we would also like to discuss the future of the Club Class. Why do we not allow water? We would like to preserve the value of the Club Class by making it evolve."

Mr Foltin: "This is a significant change to the Club Class. I would like to have that discussion as a separate issue and not mix the two issues. The German proposal is unacceptable for Slovakia."

Mr Leinikki, Finnish Delegate: "This will redefine the Club Class. The class has been stable for many years. If we change the rules, it will change the glides we need to fly in the class; this is unfair for those who have invested in Club Class gliders."

Ben Flewett, Alternate Delegate of New Zealand: "If you allow water ballast to be used, you suddenly cut down the big pool of competitive gliders, we would make them uncompetitive. That is not the spirit of the Class."

Göran Ax, Swedish Delegate: "I agree that this will change the class. Many of these gliders cannot carry water, and cannot reach 37 kg/m."

Roland Stuck, French Delegate: "Club has been the big success until now, are we not trying to solve a problem that does not exist?"

Mr Henderson: “The FAI Sporting Code definition of the Club Class does not allow water ballast, so it is a fundamental change to the class. This is a 4 year process.”

Mr Bishop agreed to this statement from Mr Henderson.

Dr. Obermayer: “We are mixing things. The discussion on water ballast is a long-term issue we still would like to discuss sometime in the future. The only thing we want to change now is to replace the definition by mass to a definition by wing loading.”

Mr Foltin: “That is clear from the proposal, but I would like to repeat that some gliders not will be able to reach the suggested 37 kg/m.”

The proposal was then voted on.

For the proposal: 1 Against: 25 Abstentions: 5

The proposal was lost.

c. SC3, Annex A, 8.9 List of Approved Penalties

Corresponding to the penalty regulation “Flying above the altitude limit” we recommend introducing an equivalent penalty regulation to the exceeding of maximum speed when crossing start line or/ and finish line (max speed as defined in the briefing or in the local rules).

“Exceeding max speed crossing start line” 1 pt / km/h

“Exceeding max speed crossing finish line” 1 pt / km/h

In case of subsequent offence the formula $n \times \text{pts} / \text{km/h}$ should also be applied

Mr Ax, Swedish Delegate: “How can we do this, there are no speed limits in Annex A?”

Mr Peter Platzer, Austrian Delegate: “In Germany it is usual to use speed limits crossing the start line. We have to be careful this is a safety issue. Pilots look at the instruments to meet the speed limit instead of looking outside.”

Mr Sheppe, USA: “There are other ways to manage speed, e.g. staying below a certain altitude”

The proposal was put up for vote

For the proposal: 1 Against: 29 Abstentions: 1

The proposal was lost.

9.5.2 Proposal from United Kingdom (Year 1)

a. SC3, Annex A, 5.4.f. Use of Back-up Flight Recorder

The Organisers shall require the backup FR only in the event that the primary FR fails. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalised.

The British Delegate Brian Spreckley explained that, as with cameras previously, the secondary Flight Recorder shall be used if the first Flight recorder does not prove that the pilot passed the start or finish line correctly, or has not turned a turning point correctly. Also in case of possible airspace infringements both Recorders should be used.”

Mr Macintyre: “This means that we go from the worst case to the best case”

Mr Spreckley added that he considered this as an amendment, and therefore not a year 1 proposal, it should come in force by October 2008.

For the proposal: 29, Against: 0, Abstentions: 2

10. Nominations for President

4 delegates were nominated, only Mr Bob Henderson accepted the nomination.

Presentation of the preparations for the World Air Games 2009 in Torino

Mr Andrea Ferrero gave a presentation on the organisation of the World Air Games 2009 in Torino. 29 air sports would be combined into the same event. Gliding will be the Grand Prix format and aerobatics. A Gliding Grand Prix will take place in 2008 as a test event for the Air Games. He noted that there would be 21 finals in the last two days of the Games.

Mr Henderson: “Are there any plans to practice 21 sporting events in two days on one airfield?”

Mr Ferrero: “This is our main concern. We have to fit each activity into precise timeframes. We do not yet have all these details in place. “

Mr Spreckley: “We know that you can talk the talk, we don’t know if you can walk the walk. We have a number of things that we would like to address with you. We have many expectations of you and have to work hard together with you to achieve that”

Mr Henderson: “In IGC we have the expertise; you need to work with us to use the experience we have”

Mr Vidal, Chile: “What is the budget and how long will the gliding competition last?”

Mr Ferrero: “The budget is 6 million Euros and the competition will last one week”

Mr Henderson thanked Mr Ferrero for the presentation and assured him the he had the full support of IGC.

11. IGC Strategy

11.1 Update on the IGCs Strategic Action Plan

Mr Henderson reported on the progress of the Strategic Action Plan, the main points were the following:

- The number of Countries present at the IGC meeting had not increased, and we are far from the target of 42 delegates in 2009.
- The quality of sporting event was in good progress.
- The number of pilots rated on the IGC Ranking lists had increased by 300 pilots since last year.
- The expansion within FAI, initiating new gliding countries had not progressed.
- There was still no dialogue between Sporting Commission Presidents outside meetings.
- The number of members of our organisations has increased, and is now above the target. We have more than 4000 glider pilots than anticipated in the Plan last year.
- Progress had been made on the finance, we have reorganised the way we reimburse Jurors and Stewards with success, and have a stable 5 year budget.

A presentation with more details can be downloaded from the IGC web, IGC Meetings, Rome 2008, Presentations

OSTIV Sailplane Development Panel (Dr Helmut Fendt, Chairman of OSTIV SDP)

Prof. Loek Boermans introduced Dr. Helmut Fendt, the new Chairman of the OSTIV Sailplane Development Panel (SDP)

Dr Fendt explained about the work of the Panel to improve crash worthiness of gliders and glider cockpit in cooperation between OSTIV and EASA.

The result had been the development of a Notification of Proposed Amendment (NPA) from EASA with the aim to increase the strength of glider cockpits. Unfortunately the glider manufacturers had refused this NPA.

Mr Stuck asked if SDP or EASA had worked on the increased weight of gliders up to 850 Kg.

Mr Fendt answered that there was no progress, but that tools existed to increase weight for existing gliders.

Mr Henderson stated that it was important for IGC to have good visibility on what OSTIV was doing, and suggested an even stronger cooperation in the future.

Update on the FAI ATMOS Project

Mr Alvaro de Orleans Borbon gave an update on the ATMOS project, a new on-line competition managed by FAI aiming at all air sports:

“The FAI Executive Board feels that the on-line contests are a very important issue, but currently they are often not under control of FAI commissions.

OLC is successful. The IGC is supporting OLC, but the IGC does not control the OLC. This is a risk for IGC. The OLC could start to organise international competitions, and then become a direct competitor to IGC. Further, the IGC has no access to the OLC data, even if the rules are developed by IGC.

The risk is loss of monopoly in the exercise of sporting power.

Please be open and visionary when you consider the future of on-line competitions.”

12. Votes on Bids

12.1 2011 World Gliding Championships,

12.1.1 Women’s FAI World Gliding Championships

Sweden 19 votes, Rieti 12 votes

Sweden will host the 2011 FAI Women’s WGS in Arboga.

12.1.2 Juniors FAI World Gliding Championships

30 votes for Germany, 1 abstention

Germany will host the 2011 FAI Juniors WGC in Musbach.

12.2 Continental Championships

12.2.1 2009 FAI European Gliding Championships

30 votes for Slovakia, 1 abstention

The Slovak Republic will host the 2009 EGC 15 meter, 18 meter and Open Class in Nitra.

13. IGC awards

13.1 Lilienthal Medal

There were three nominations from Italy, Poland and United Kingdom

Mr Derek Piggott (United Kingdom) was awarded the Lilienthal Medal

13.2 Pirat Gehriger Diploma

No nominations were received in time (the deadline is two months before the IGC meeting)

13.3 Pelagia Majewska Medal

There were two nominations by Italy and Poland

Ms Maksymiliana Czmiel-Paszyc (Poland) was awarded the Pelagia Majewska Medal.

14. Elections of Officers

14.1 President

Mr Bob Henderson, New Zealand

14.2 1st Vice President

Mr Eric Mozer, USA

14.3 Other Vice Presidents

Mr Goran Ax, Sweden

Mr Visa Matti Leinekki, Finland

Mr Peter Platzer, Austria

Mr Brian Spreckley, UK

Mr Roland Stuck, France

14.4 Secretary

Peter Eriksen, Denmark

14.5 Confirmation of Committees and Committee Chairmen

See Appendix A to these minutes.

15. Date and place for 2009 IGC Plenary Meeting

The 2009 IGC Plenum will be held 6th and 7th March 2009 in the Olympic Museum, Lausanne, Switzerland.

Important dates:

- Notifications of proposals must reach the Bureau by Tuesday 30th September 2008
- Bids for future competitions must reach the Bid Specialist by Tuesday 30th September 2008
- Proposals and reports requiring voting must be submitted by Wednesday 31st December 2008
- Reports not requiring voting must be provided by Thursday 17th January 2009
- All material will be made available for delegates on Thursday 22nd January 2009

16. Closure

IGC president Bob Henderson thanked the Bureau for their work during the last year, he also thanked the Italian hosts for the well organised meeting.

He then closed the meeting and wished everyone a safe journey home.

Peter Eriksen

IGC Secretary

Appendix A: Committee Chairmen and Officers

Treasurer: D. Bradley

Sporting Code 3D, Annex A: G. Ax

Sporting Code 3D, Annex B: B. Smith/ I. Strachan

Sporting Code 3D, Main Section & Annex C: R. Macintyre

Championship Management: E. Mozer

Communications & PR: B. Henderson

Website: P. Ryder

Ranking List: B. Spreckley

Sailplane Grand Prix: R. Stuck

History: T. Johannessen

Membership: J. Roake

Light End Glider: V. Foltin

Scoring Software: V.-M. Leinikki

Simulated Gliding: R. Stuck

OLC: A. Reich