

# FAI GLIDING COMMISSION MEETING

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The meeting of the International Gliding Commission took place in Madrid, Spain, on the afternoon of July 8th, 1952, with the president, Mr. Adolf (Pirat) Gehriger in the chair, and with Mr. Cartier and Captain Barnaby acting as recorders.

1. The minutes of the meeting at Brussels in July, 1951, were read and approved.

2. The minutes of the meeting of the International Sporting Commission of FAI held at Madrid in May, 1952, were read and discussed. A decision made at that meeting giving to the Gliding Commission a large degree of autonomy, appeared to the Gliding Commission to be satisfactory for the present, and was approved.

3. The next topic of discussion was a proposal from the British Gliding Association that a dog-leg course be recognized as acceptable for the 300 kilometer Gold "C" distance. After thorough discussion a motion was passed to the effect that Gold "C" distances may be made in a flight of not more than three legs, no leg of which shall be shorter than 80 kilometers. This was done with full recognition by the Commission that it will permit "out and return" flights. The approved motion renders the existing paragraph about the triangular course obsolete. The procedure and rules for assuring that the pilot actually "rounds his turning points" are the same as for goal and return flights, and in the case of applications for Gold "C" distance recognition, the burden of proof is on the applicant.

4. In a letter, the Polish Club raised a question as to where the "point of release" is for a shock-cord launching. It was the consensus of opinion that the existing rules are clear, and the secretary was instructed to write the Poles and point out the paragraphs.

5. The long-standing matter of a power-glider category was discussed. It was decided that the existing rules permit a powered glider to compete in gliding competitions, using its engine as a launching means, *provided it is not possible to restart the engine without landing*. It was felt that, whether later use was made of the engine or not; the mere ability to use power if felt necessary, even though it would disqualify that flight, would



give the pilot an unfair advantage, by permitting him to take chances a pilot without such a safety factor could not take. No further consideration will be given to a separate category until someone comes forward with a satisfactory and workable plan whereby cognizance can be given the use of the power plant other than as a launching means.

6. As a result of a decision made by the U. S. Bureau of Standards (Dr. Brombacker), static tube connections for barographs in sailplanes are finally declared unnecessary for record purposes, and the existing rules are satisfactory.

7. The British Gliding Association proposed that in addition to the individual world champion, the world championship competition determine a champion nation based on the points won by each national team having at least three contestants in the World Championship Competition.

There was general disapproval of this proposal for various reasons, the chief being: (a) Many countries cannot provide three contestants and even if their one or two entries were far better than any others, some other country would receive the championship; (b) It would tend to promote professionalism; (c) The Gliding Commission's aim is to recognize personal achievement. Soaring is an individualistic sport; (d) It would raise national jealousies; and (e) it is contrary to the precedent of other international sporting competitions which recognize no winning nation, although the press endeavors to do so unofficially. This proposal was rejected.

8. There was a lengthy and serious discussion of the matter of concurrence of the OSTIV Convention and the World Championship Gliding

Competition, with Mr. de Lange, President of OSTIV presenting the OSTIV view. He felt that insufficient time had been provided during the Spanish Competition for OSTIV meetings. As a result, few of the contesting pilots were able to derive the benefits therefrom. He suggested that the number of contest days be reduced to five to give an extra day for OSTIV meetings which the contestants might attend. A vote was called and Mr. de Lange's proposal was rejected. (It is interesting to note, however, that in the end there actually were only five contest days). Mr. Gehriger suggested that an OSTIV meeting be held the first non-flying afternoon. This was crystallized by a motion by Philip Wills of the British Gliding Association that an OSTIV meeting specially tailored for Pilots, including a summary of the papers presented at sessions which they were not able to attend, be held on the first non-flying afternoon. This motion was passed.

There was a general feeling that some modification of World Championship schedules might be needed. One point of discussion would be how the 14 days of the competition would be used. It was suggested that only one day be allotted to training and that one day be allotted to OSTIV. Mr. de Lange seemed to feel that the OSTIV day should be at the end of the meet even if it necessitated a fifteenth day. It was suggested, however, that this matter be left until next year when the site of the 1954 competition is determined.

*The Turkish Aero Club, in a written proposal asked that aerobatics be made a part of the National Championships. There was general disapproval. It was pointed out, among other things, that it would complicate the equipment problem since the gliders best suited for aerobatics were not best for soaring performance. The proposal was rejected.*

10. *It was announced that hereafter the Rules for the establishment of Gliding Records and Awarding of International Gliding Badges will be published as an "Annex" or Supplement to the Code Sportiv of the FAI.*

11. The President of the Gliding Commission was instructed to request the Director of FAI to write the National Aero Clubs asking for proposals for the holding of the 1952 World Championship Gliding Competition, so that a decision may be made at the next Gliding Commission meeting which will be held next summer.

12. Apparently there has been difficulty in some countries with the