

A SUMMARY REPORT

On the Meeting of the FAI Gliding Committee at St. Yan, France

1. There were present at this meeting:

A. Gehriger, President (Switzerland), P. A. Wills, Vice President (Great Britain), R. Cartier, Secretary (France), H. Wolf (Austria), A. Stas De Richelle (Belgium), M. Tauler (Spain), L. Welch (Great Britain), J. Economides (Greece), L. Varkonyi (Hungary), U. Nanini (Italy), H.E. V.M. Schwing (Netherlands), E. Staniewski (Poland), J. Matejcek (Czechoslovakia), V. Novak (Czechoslovakia), Y. Kansu (Turkey), H. R. Gillman, Director General, FAI.

Present also as observers were Messrs. A. de Lange and C. Slikkerveer of O.S.T.I.V.

2. The President reported that as a result of the recommendation of the committee, Dr. J. Kuettner had been awarded the 1956 Lilienthal Medal at the FAI General Conference in Vienna.

3. Formalities necessary for the re-entering of a glider into its country of origin after a cross country flight which crosses international boundary lines were discussed. The Chairman explained that in Switzerland they had found a solution by adopting a special document, which is accepted by the customs. He promised to send copies to the FAI for circulation to the clubs.

4. As a result of the U.S.A. recommendation there will be no separate Championships for single and two seater gliders. Only one World Gliding Champion will be named. A two-seater carrying two persons may compete but if it should win, only the Chief Pilot will be awarded the title of World Gliding Champion.

5. The possibility of a restricted class of single seater gliders for use in the World Gliding Championships was discussed. Boris Cijan and Lorne Welch presented papers defining criteria for such a class. It was decided to ask O.S.T.I.V. to study the problem and recommend rules, using the following as a general basis:

A. General

Obtaining a good performance glider which will be both cheap to build and to operate and maintain. There should be both obligatory and recommended parts to the specifications.

B. Obligatory Specifications

These should be as few and simple as possible so as not to restrict progress.

C. Recommendations

These might cover such items as:

- a. Rapidity and ease of assembly and dismantling.
- b. Braking flaps.
- c. Fixed landing gear.
- d. Cheap materials of construction.
- e. Ease of construction.
- f. Full airworthiness certificate, including spinning qualities and flight in cloud.

At the Championship Contest an International Jury would be appointed by the Gliding Committee to inspect the gliders and award a trophy best fulfilling these conditions. The Gliding Committee will draw up proposed texts of alterations to Section 3 of the Sporting Code necessary to implement such a plan and forward them to the Clubs for comment. It is not planned to introduce this type of restricted glider in the 1958 Championships.

6. Rules for cloud flying in several of the member countries were discussed. In Switzerland a strip of air space 10 km wide on either side of the established air routes is forbidden to gliders under no visibility conditions. On the other hand blind flying is free in all the remaining airspace. By agreement, the Swiss Military Aircraft avoid flying in cumulus clouds—leaving them free for glider use!

In Great Britain also, gliders have full freedom to fly in clouds outside the established air routes. They feel that the danger of collision with other aircraft inside cumulus clouds is slight for it is usual for powered aircraft to go around rather than through them. The British Government does not require airworthiness certificates for gliders nor licenses for glider pilots, instead they give the British Gliding Association the responsibility of regulating gliding and maintaining safety.

7. Mr. Gillman, the General Secretary of FAI, stated that the FAI furnished for the World Championships at St. Yan, nine plaques; one in gold for the World Championship Single-place Winner, one in silver for the second place, one in bronze for third place; two plaques in gold for

the winning two-place crew, two in silver for the crew placing second, and two in bronze for third place.

The Committee decided that in the future there would only be three plaques, a gold one for the World Champion, a silver and bronze for second and third places respectively. Diplomas will be given to the pilots finishing in the fourth to tenth places.

8. The Committee decided that the World Championship Rules should incorporate a rule requiring the appointment of an International Jury during each World Championship Competition. As a result the following article will be added to Article 15:

A. The running of the Competitions will be in the hands of a Committee of Stewards appointed by the organizing National Aero Club.

B. Any matters in dispute, other than those concerning the organization of the Championship, raised during the Championship, shall be submitted to a Committee composed of one representative from each country taking part in the Championship. The representative shall be either a member of the FAI Gliding Committee or a Team Manager, provided the latter is not at the same time a participating pilot. This committee shall be presided over by a representative of the organizing National Aero Club.

9. The Committee decided that, in the future, the organizing Aero Club for the World Championship must submit its proposed regulations for the Competitions to the FAI Gliding Committee for comments and approval. Immediately following the Committee Meeting the FAI was asked to invite all National Aero Clubs to submit proposals for the 1958 Championships. The following questions must be answered:

- A. Will the organizers be able to set aside one week for training?
- B. Can they lend gliders, trailers and automobiles?
- C. Will the team be housed at the site or elsewhere? (The former is preferred)
- D. What will be the financial conditions?
- E. What facilities will be provided for the O.S.T.I.V. meeting?
- F. How many gliders will be permitted?
- G. Road conditions for retrieving?

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