

REPORT ON CVSM MEETING

PARIS, FRANCE, NOVEMBER 25, 1961

by WILLIAM S. IVANS, JR., U.S. Representative, CVSM

1963 World Championships.

Argentina was awarded the 1963 Championships by a vote of 14 to 3 over the U.S. bid. These were the only two bids on hand; at least two other prospective bids, from Italy and Yugoslavia, were cancelled prior to the meeting for lack of finances or facilities.

The vote was taken after several hours of questions and explanations. Both Argentina and the U.S. had ample opportunity to present their bids in the best possible light.

Argentina won the bid by offering to provide an essentially zero cost competition from the moment the teams arrive in Buenos Aires. Entry, housing, food, towing, retrieving and liability insurance all are free. In addition, they will defray from 30 to 50 percent of all round trip transportation costs, depending upon the method of transport. Twenty-seven sailplanes will be available for loan, including 24 new Ka-6's; only charge will be approximately \$100 each for insurance. They have just purchased 30 new 180 H.P. Towplanes. These will be used for retrieving as well as for launching; the terrain is said to make this quite practicable.

The contest will be held at Ville de Junin, Buenos Aires Province, about 125 mi. west of Buenos Aires. A military air base there is to be used for operations, billeting, etc. Thermal conditions are reputed to be excellent during their summer months, with thermal strengths to 8 meters/sec. and cloud bases at 9000 feet or so above ground. Contest is to be held in February, 1963. Each country will be allowed to enter three sailplanes, in a two to one or one to two split between the Open and Standard Classes.

Sr. Juan B. Chourrot, president of the Argentine glider club (F.A.V.A.-V.), stated that the foregoing offer was a minimum guarantee, and that they would endeavor to do much more in the way of defraying transportation expenses, etc.

By contrast, the U.S. offer could guarantee only that we would hold a good competition, although we could not guarantee cloud flying privileges, especially if the competition was to be held at Elmira or

other high density traffic area. We could promise no specific help with transportation and no specific number of sailplanes to lend. Our entry fee of \$400 per team would not cover such items as liability insurance. Retrieving would be at the contestant's expense. We, of course, would hope to do better than this, by obtaining massive financial support, donated retrieve cars and fuel, etc., etc.

What defeated us was a matching of guarantees. We obviously did not even come close to the unprecedentedly generous offer of Argentina.

It was evident that financing of teams plays a very important part in the reckoning of most of the CVSM members present at the meeting, and influences their vote accordingly. If we are to bid successfully for a future Championship, this factor must be kept in mind.

Air Traffic Control. Discussions of air traffic regulations in various countries, and their effect on gliding activity, were held despite a lack of complete data from all the member countries. It appeared that the United Kingdom and Switzerland had obtained the most satisfactory status for sailplanes among the European countries represented. Cloud flying is permitted off airways in both the U.K. and Switzerland. The Swiss require a relatively simple cloud flying license and advance notification of cloud flying intentions.

These discussions are to continue after more data has been accumulated. Objective is to exchange information on successful national air traffic regulations (successful meaning giving maximum freedom to sailplanes) and to present a united front in demanding airspace freedom through FAI representation on world air policy making bodies. The FAI has a representative on ICAO, the most important of such bodies.

Election of Officers. Present officers of the CVSM were re-elected. Seff Kunz (Germany) was elected a vice-president to fill the vacancy left when Ralph Barnaby retired last year. Rene Eyraud (France) was

elected Secretary to fill the vacancy left by the resignation of M. Cartier (France).

Present officers are:
President, A. Gehriger (Switzerland)
Vice-Presidents,

Julian Bojanowski (Poland)
Seff Kunz (Germany)
Philip A. Wills (Great Britain)
Secretary, René Eyraud (France)

There was some discussion of a new FAI General Conference ruling which limited terms of presidents of committees to 2 years. It was nearly unanimously decided that this was an unnecessary and potentially very damaging ruling; the continuity of good leadership would be jeopardized in committees which meet infrequently in any case, and where experienced and competent multilingual leaders are hard to find. The various members were asked to initiate action in their home countries leading to rescinding of this ruling at a forthcoming FAI meeting. The new ruling was held to be not retroactive, so there are two years in which to have it rescinded without effect.

Other Items. There had been a good deal of discussion during previous CVSM meetings on the desirability of tightening requirements for Standard Class sailplane entry in the World Championships. Specifically, it was felt by many members that the construction and entry of exotic prototype machines ought to be prevented, as it violated the spirit of Standard Class definition (inexpensive, simple, easily handled, etc.). Means were discussed, such as placing limits on cost, selling price or fabrication time, or requiring the prior sale and delivery of at least 10 identical machines at fixed, published prices. It was pointed out at this meeting that no such changes in entrance requirements have actually been confirmed by the CVSM, and that any change which may be made mandatory at subsequent meetings will not be effective until the expiration of an appropriate waiting period, to avoid hardship upon those who may be creating new machines in good faith, according to present regulations.

The deadline for receipt of World Record and Badge category change suggestions has been extended to January 31, 1962.

Rules for the 1963 World Championships must be sent in by the F.A.V.A.V. (Argentina) by April 30, 1962.