

REPORT ON CVSM MEETING

by WILLIAM S. IVANS, JR.

This regular meeting of the FAI Gliding Committee was held in Paris, at FAI headquarters, on November 30th and December 1, 1962. Committee President A. Gehriger presided. Nineteen nations were represented. U. S. delegates were W. S. Ivans and Dr. Harner Selvidge.

Following is a summary of discussions:

World Gliding Championships, '63

Preparations for the Championships, to be held at Junin, Argentina, during February of 1963, are reported to be well in hand. Twenty-eight countries have indicated intention to participate, and the glider total is presently estimated as 80. Some 65 towplanes are on hand or being procured. This large number is necessary because all retrieving, except for damaged gliders, will be done by air, however remote the landing point. The sponsors have used this system in recent Argentine national competition, and guarantee its feasibility. Since many countries will not have the usual ground retrieve equipment and crews on hand, it was decided (to equalize opportunity) that retrieves by trailer would be forbidden, except in emergency.

Changes in Sporting Code for Gliding

Considerable time was spent in discussing rules for records, badges, and competition. The following action was taken, to be effective 1 January 1964:

Overflying a Goal—The present rule, which requires landing within 1000 meters of a goal, is to be changed to permit overflying, provided that positive photographic or ground (only) observer identification is made. Goal crossing must be at an altitude of less than 1000 meters above goal. Only one distance claim for such a flight can be made—either the goal or subsequent straight distance, or broken-line distance for badge attempts. Details of the identification procedure, photo and other, are to be worked out by the CVSM Bureau (officers) by the next meeting, so that they can be approved and the new rules distributed by the end of 1963. The same deadline applies for details covering the following additional changes to the Code.

Point of Origin/Return Remote from Release or Landing Point—The present Code provides for a starting/finishing line for speed records, but does not explicitly provide that such lines can be used to certify badge or record distances. The Code is to be amended to clearly allow this.

Broken Line Flights for Badges—As a result of considerable difficulty reported by Committee members in verifying broken line flights, it was decided to limit the turning points to one (versus two at present) and to require passage of turning point at 1000 meters or lower. Verification requirements will be similar to those established for overflying a goal. In addition, a minimum angle of 38 degrees between adjacent legs is to be established, in order to reduce the likelihood of simple out-and-return flights on long ridges, now permitted by the broken line definition. The 38 degrees is consistent with the present requirements for triangles, being the sharpest angle permitted by the 28 percent minimum leg length definition which will be kept. There is to be no minimum length of either leg in the new broken line requirements.

Silver Badge—Beginning in 1964, the distance requirement will be 100 km. (vs. 50 km. at present).

All Badges, and Diamonds—Distances will be achieved either by straight line flight, broken line with one turning point, or triangles. Only one distance badge can be earned on one flight.

World Championship Rules—A minimum of four contest days will be required to declare a champion, vs. three at present. At least one day must be a distance day, either free distance or along a broken line fixed by the organizers. At least one day must be a race, either to a goal, goal-and-return, or around a triangle of 100 km. minimum length.

Air Traffic Control

Considerable progress has been made in the United Kingdom and in Switzerland in halting the spread of air traffic regulations which increasingly threaten the very existence of gliding. The successful approach has included explanation of glider flight path propensities to

traffic control authorities at all levels, discussion of speed, visibility and maneuverability, the basic incompatibility with present day air traffic control systems, and most importantly the calculation and presentation of actual air collision probabilities in areas of interest. These results are being made generally available in an attempt to reverse the trend toward unreasonable restrictions in other countries.

World Gliding Championships, '65

Interested countries are invited to submit bids to the CVSM by mid-1963.

Election of Officers

All Committee officers were re-elected.

Date of Next Meeting

Most likely early in September, 1963.

The following delegates were present:

In the Chair:	A. Gehriger (Switzerland), President of the Committee
FAI:	H. R. Gillman Director General C. E. Hennecart Dep. Dir. Gen.
OSTIV:	L. A. de Lange President
Federal	Seff Kunz
Germany:	Vice-President
Argentina:	Col. H. G. Sanchez
Austria:	H. Wolf
Belgium:	W. Grandjean
Denmark:	P. Weishaupt
Spain:	Miguel Tauler
U.S.A.:	W. S. Ivans H. Selvidge
Finland:	K. Hedstrom
France:	R. Eyraud Secretary
Great Britain:	P. A. Wills Vice-President
Hungary:	G. Szalay
Italy:	U. Nannini
Netherlands:	H.F.V.M. Schwing
Poland:	J. Bojanowski Vice-President
Switzerland:	K. Ruckstuhl
Turkey:	K. Kavukcu
U.S.S.R.:	A. K. Pakhomov
Jugoslavia	M. Misljenovic



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