LATE PROPOSAL TO IGC PLENARY 2013
Proposed by Handicap Committee

It is Proposed:
To get rid of any increase in handicap for flying with winglets; so far a minus point of 0,01 is applied to the handicap.

This Proposal affects:
Sporting Code Section 3 – None
Annex A Rule – Appendix 3, IGC Handicap List

Reasons supporting the Proposal:
Winglets do reduce stalling speed, make circling more stable in some cases and therefore more concentration can be used for situation awareness. These are safety related issues and we should not penalize anything which increases safety in any way.
During past IGC sanctioned championships, we have seen pilots removing their winglets in order to avoid this 0,01 minus point in handicap. This is counterproductive for safety.
Winglets that are used can only be certified ones (or with permit to fly); flying with or w/o winglets needs to be decided at scrutineering as it is also a mass issue.

This regulation might constitute a minor disadvantage in performance to older gliders that cannot be equipped with winglets. Due to flying with very limited wing loading in club class, the advantage in gliding performance will be minor if at all; taking into consideration the low wing loading (max. 38 kg/m^2). Real measured comparable data with and w/o winglets are not available for these gliders.
The main responsibility of the handicap committee is to deal with performance related handicaps of gliders where needed (club class, 20m multi-seat class).
Nevertheless is will not ignore safety related issues and therefore asks the plenum to support this proposal.
The definition of Club Class in SC3 6.5.8 talks about preserving the value of older high performance gliders ….
Retrofitting club class gliders with winglets can assist in preserving the value due to gain in handling and safety.

Christof Geissler
(chairman handicap committee)