

*THE GLIDING FEDERATION OF AUSTRALIA INC*

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**HANDICAP COMMITTEE  
HANDICAP REPORT**

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## Handicap committee recommendations to the NCC for 2022

27 July 2022

Attached are the recommended handicaps for 2022.

The issues listed below were raised by Gliding Australia members to the NCC or by the handicap committee and considered by the handicap committee for this year's update.

### 1 Unballasted considerations

#### 1.1 Align Australian club class handicaps with IGC handicaps

Australian club class includes gliders not in the IGC list. The IGC list is compressed by around 3% compared to Australia and is considered unfair for lower performing gliders.

*Recommendation: no change.*

#### 1.2 Include LS8 and similar in Club class eligibility

It is noted that these gliders are competitive in standard, 15m and sports classes and are not included in the IGC club class.

*Recommendation: no change.*

### 2 Ballasted considerations

Note that DMSt refers to the German handicaps and CZIL refers to the Czech handicaps.

#### 2.1 ASW27 compared to ASG29 (15m)

The wing loadings are very similar (ASW27 = 55.6, ASG29 = 56.9). This suggests the HC difference should be 0.002 which is too small to incorporate.

*Recommendation: no change.*

#### 2.2 Nimbus 4DM ref weight correction

The 4DM reference weight should be 820kg. The relative handicap is reduced by 0.01 to make the difference between the single and twin more consistent with DMSt and CZIL.

*Recommendation: Reference weight 820kg, reduce relative HC by 0.01.*

#### 2.3 Reduce the Handicap for the Ventus 2cx 18m compared to ASG29 etc

Both DMSt and CZIL have a 1% difference compared to our 0.5%.

*Recommendation: Increase the difference to 0.01.*

#### 2.4 Schempp-Hirth a vs b models

The justification for change is not strong with only marginal difference in performance.

*Recommendation: no change.*

#### 2.5 FEZ handicap

The available data is limited and supports the current difference of 0.015.

*Recommendation: no change.*

## 2.6 Dianna 2 handicap

The Dianna 2 is considered a little better than others from the same era. However, there is no justification for separating it from the latest generation of 15m gliders.

*Recommendation: no relative change.*

## 2.7 20m two seat gliders – flapped vs unflapped

The handicap difference between flapped and unflapped 20m two seat gliders was considered too small.

*Recommendation: increase the gap by 0.01 to align more closely with DMSt and CZIL.*

## 2.8 LS8 and similar compared to modern 15m gliders

All indicators (polars, comp results and DMSt/CZIL handicaps) suggest that adjustment is required for fair handicaps.

*Recommendation: Increase the handicap of top gliders in 15m, 18m and Open by 0.03.*

## 2.9 Older gliders vs newer gliders

The spread of handicaps between older gliders and newer gliders is less in Australia than Europe (ref DMSt and CZIL). Reviewing polar based speeds also supports an increase in the spread. It is noted that older gliders rarely win competition days in Australia.

*Recommendation: Increase the spread of handicaps within each class to be comparable with DMSt and CZIL.*

## 3 General notes on handicaps

The handicap committee strives to make the Australian handicaps as fair as possible for the usual range of conditions experienced in Australian competitions. The handicaps are based on individual glider performance rather than group flying performance.

The changes resulting from items 8 and 9 above are significant. Some glider advantages are reduced this year but it is intended that no gliders become disadvantaged.

There are factors which can favour some gliders over others which cannot be incorporated into the handicaps. These should be considered by rules committees and by task setters.

Factors favouring higher performance gliders:

- High wind conditions which disadvantage lower speed gliders
- Low days where glide ratio helps in finding the next thermal
- Thermal activity ending earlier in the day than expected where glide ratio helps to get home

Task setters can task accordingly to mitigate these advantages (eg cross-wind tasks, task duration or no task).

Factors favouring lower performance gliders:

- Lower performance gliders can follow higher performance gliders to use them as thermal markers.

Rules committees and task setters can consider class limitations (eg 15m gliders in 18m class), start timing options and multiple start points to mitigate this advantage.