

## Written suggestions from the Competition Survey 2019.

### **5b If you indicated Other please explain**

### **7 List three things that could be changed that would encourage you to participate more frequently in a competition**

My favourite - Place more trust in the competitors

#### **Shorter comps**

1. Shorter Nationals, combined Club and Multiclass
2. One week competition
3. A Comp that takes only one week ie 7 days - Sunday to Saturday inclusive You don't need practice days
4. The National competitions (except the two seat Nationals) are too long i.e currently need a complete two weeks to compete plus extra travel time- it is recommended that the competition period is reduced to embrace two weekends.
5. People are time poor.
6. If the competition period is reduced then the comp conflict issues will also be resolved.
7. The competitions should be cycled around a few selected State sites on a regular 4 yr cycle so that all states have the opportunity to host and pilots from those state have the opportunity to have a (close) Nationals in their state
8. Length of comp
9. "Shorter comps. Saturday to Saturday.
10. "Length of comp"
11. Shorter comp period
12. shorter comps
13. 7day competitions
14. less days
15. 1 week max comps
16. Shorter duration
17. Comps to run Sunday to Saturday with NO practice day
18. one week Nationals
19. One week nationals
20. 1 week Nationals
21. One week nationals
22. One week competition
23. Max 1 week duration and dates published earlier (by SEP of the preceding year)
24. shorter comps
25. Shorter competitions
26. Need shorter competitions
27. "Shorter duration competitions
28. More time (I realise the GFA can't help with this but maybe shorter comps?)
29. Need shorter comps,
30. break comps up so they're not held over 7 or 8 consecutive days,
31. Shorter more frequent comps,
32. The National competitions (except the two seat Nationals) are too long i.e currently need a complete two weeks to compete plus extra travel time- it is recommended that the competition period is reduced to embrace two weekends. People are time poor.
33. "Shorter competitions

#### **Start procedures**

1. Start games,
2. start game,
3. I love comps as they are including start lines
4. Forget the dangerous start line or start point GAMES.
5. Start procedures that minimise gagging;
6. Aggressive pilot behaviour in gaggle prior to start.

7. We have lost our way with trying to minimise risk at the expense of fun. The stats will show that all this effort is not worth it .
8. I would like to see the starting evolution cleaner with less gagging and propensity for hanging about waiting for someone to lead out.
9. Too much leeching in 18m class, no individual start thinking
10. 2/3 of the class waited for the top 2 or 3 pilots to start. This created poor gagging safety.
11. Rule changes to eliminate start games and perhaps reduce gagging
12. Change national rules to eliminate start procedures that encourage gagging and following
13. no start game
14. Start procedures that minimise gagging
15. Abolish multiple start points (they are unsafe and can be unfair)
16. change start lines - return to multiple start points maybe

## Tasking

1. Too many AATs, boring flying on one's own
2. Get rid of AAT tasks
3. Ban AAT's
4. Less AAT
5. Fewer AATs
6. More racing tasks
7. More AAT tasking
8. Fewer AATs
9. Too many AAT tasks
10. Stop AAT,
11. AAT's during nationals should be kept to a minimum, ( last resort tasking if WX is unpredictable)
12. More racing tasks AAT should be banned,
13. More AAT tasks (save racing tasks for better days)
14. mixed format aat and racing
15. Tasking
16. Probably flown 40 comps over 50years but now ONLY LIKE GP or F1 with racehorse starts and then circle size according to your performance. It is fun at end and you know you have won second or third etc. I will NEVER fly any other type of task and am not the only one.
17. Just racehorse starts then handicapped circles and all finish together
18. Longer tasks; encouragement to start earlier
19. Flying a shorter task
20. Tasks that encourage individual flying skills
21. Long task days over two weeks makes it an endurance event where tired pilots make safety mistakes.
22. . Smaller tasks and better scheduled rest days ie after four consecutive flying days.
23. Small group tasking
24. Perhaps having different tasks for less experienced pilots."
25. "I feel competitions have too much emphasis on flying the biggest possible tasks the day will allow, I feel this really limits the appeal of competition flying to the nations best.
26. I am a pilot the a competition is a great excuse to do some bulk flying however I don't enjoy flying big tasks on low marginal days as my confidence isn't there. I would rather fly a shorter task in the best part of the day- that would be much more fun for me.

## GP Format and F1

1. instantaneous results as per the F1.GP
2. GP format
3. Fun, GP style, less rules..
4. " More GP format competitions.
5. introduce GP like Kingaroy did last year.
6. No changes required - F1GP already models it.
7. GP styles of racing are great fun

8. simplify the comp systems, like the scoring at the GP1.0 (automatic
9. GP racing
10. it sounds like the F1 comp with club class gliders (libelles, cirrus etc) is an excellent concept, so if you can support and encourage that style of comp, then you will get more grass roots participation.
11. Tasks set to get most people back and not get most out of the day (F1 concept).
12. I had numerous people following me at F1; neighbours, family, work colleagues. I tried to follow a pilot at the NSW state event in Naromine but lost interest due to impossible to know where the pilots really were in relation to one another. Didn't get to see how he place one day till the following morning.
13. Relax the rules a bit particularly for finishes. The finish line should be at the field with no height limit (like Leeton GP). It would provide some enjoyment for the people on the ground.
14. My next comp maybe something like the club class F1. "
15. Dont know the best solution but flying a couple of GP events has convinced me it is better. Not perfect but preferable. Just because the rest of the world does something does not make it the right way.
16. The handicaps in Multiclass favour those who have the latest toys. The Nationals numbers are dwindling, F1GP is more successful. Why? Let's debate this. We need to change the way we do things.
17. F1GP if run for family's is the way to go - I will not go to nationals any more

## Rules and Scoring

1. Stop changing the rules
2. 2nd level scoring for fun: Handicap PILOT and Glider
3. Apart from the GP, our scoring system encourages getting a good average score with, with sporting risk taking with possible high reward not gaining a lot and a bomb out a catastrophic effect on final score. I accept that the Nationals rules will largely be governed by international rules and that is fine, but maybe we have an opportunity to look at different scoring systems for regional/state contests.
4. Scoring system seems broken with devaluation and speed distance point spread. Dont know the answer just know it's a problem
5. major change in scoring system,
6. Fewer BS rules 3.
7. Different scoring system.
8. "Fairer handicaps
9. Use the UK or NZ handicaps in multiclass
10. Another factor could be the handicap system. Less experienced pilots with a glider equaling the same handicap as more experienced even world champion will have no chance at placing and can somewhat result in turning pilots such as this away from the sport and competitions. Maybe trying to incorporate a experienced handicap system"
11. Return to area assigned task for Horsham week, Then I might compete again. With return of the Foka 5 handicap
12. no handicaps
13. and too many rules and regs
14. The handicaps at Multiclass are woeful. You cannot compete effectively without a \$100k+ glider. We do not have the numbers for what is effectively a non handicap comp.
15. Look at handicaps overseas, use them.
16. The scoring system for all comps should be like the GP rather than the current accumulation of points based on the winners speed. With the current system competitors can be out of touch with the leaders after two days of flying. With only place points more of the field has a chance of a podium finish
17. it would be good if you could have discards like yacht racing meaning you could drop a bad day or two
18. I am concerned that the OGN development will change the nature of racing from an individual effort to a game of following the "
19. Nationals need a focus to select the National champion and international representatives. State comps need to focus on inclusion and development
20. National and world rules are broken.
21. Keep the focus on fun rather than beating people over the head with more rules because one person was an idiot at a comp.
22. Team flying seems to come up alot, potentially have one comp a year that allows it? (i.e rotate it between the classes each year

23. It would be possible to have groups of up to 5 gliders flying slightly different task or using different task windows on a day. Pilots can be rotated thru groups during the competition.
24. ) In open class in the old days, it was ""open"" for development ie flap changes, wing area changes ( Aka Sigma), weight changes etc.
25. So why do the rules prohibit an open class glider from changing his wingspan to suit the day, we allow the weight of the glider to be changed to suit the day?? and further we allow the weight to bwe changed DURING the day. In my mind to allow one change and not the other just continues the irrationality of the whole game.
26. For a start more focus on finishing each day, with placings coming second on the priority ranking. Also a bit concerned about a whole heap of gliders all arriving at once, again safety related and concern about my own skill to cope with such a situation.

## Location and timing

1. Comps closer to home, ie, Victoria or Sth NSW.
2. I'd have to move to the east coast from WA
3. Comps timing (avoid Dec&Jan),
4. At the moment, we have too many comps squeezed in dec jan. More can be done in sept, oct, nov, feb and march.
5. As a junior, possibly aligning the competitions with school holidays
6. Spreading major comps across the season.
7. Distance to event,
8. more local comps in WA
9. have consistent sites for competitions, ie same site, same comp every year
10. More long range planning of sites and dates. At least 2 years would help.
11. due to the Nationals being too long there are problems fitting all the comps into the soaring season without conflict. In some cases conflict should be allowed to occur so that all competitions can be held at the best site at the best time of year. If the competition period is reduced then the comp conflict issues will also be resolved. The competitions should be cycled around a few selected State sites on a regular 4 yr cycle so that all states have the opportunity to host and pilots from those state have the opportunity to have a (close) Nationals in their state.
12. This years competitions were timed too closely together.
13. due to the Nationals being too long there are problems fitting all the comps into the soaring season without conflict.
14. In some cases conflict should be allowed to occur so that all competitions can be held at the best site at the best time.of year
15. Dates in the school holiday

## Classes

1. Reduce amount of classes (consider just club, ballasted 15m, and 18m/open),
2. combined classes - competing against more people is more fun, always combine STD/15 and 18/Open until the numbers are almost too big; 2 nationals, Multi and Club Class combined, 20m separate
3. Too many FAI classes. That many classes are not necessary in Aus, it splits the ability of pilots to compete against each other and is not necessary if you are flying a handicapped comp. Two big classes would be ideal. Either split by glider performance or pilot ability or both if you were to overlap the mid range handicaps.

## Fun

1. No competition finishes anymore, boring for crew; Class sizes, combine them always as #7
2. Fun
3. more focus on fun
4. "Making it more fun.
5. Limited amount of leave from work
6. Last comp was a regatta but tasks did not suit the entry and early level pilots
7. Always the same pilots win the comps not really fun
8. No non safety radio calls allowed during task

9. Fun Fun Fun
10. The odd non safety radio comment,
11. competition Finishes,
12. Competition finishes;
13. I have only competed at Horsham Comp week (3 times - club class), and enjoy the low key, safe flying, in safe territory, with mostly experienced pilots (who are welcoming to new pilots), and there is no ego and you can do fine with an older low cost glider.
14. I enjoy the Fun of low key competition and catching up with friends.
15. For me, gliding is the comradery, personal challenge of me beating me and extending myself, whether it be time, distance, height, or a new route. Flying for sheep stations is some people's cup of tea, but not mine.
16. Keep the focus on fun rather than beating people over the head with more rules because one person was
17. an idiot at a comp.
18. Competition finishes.
19. A more enjoyable social scene post flying
20. I would be keen to do more comps Similar to Horsham week, as they are a great way of making you do a
21. task on a day you otherwise may not.
22. The people at an event make it enjoyable and fun
23. Fun, but fair rules.
24. I think more resources could be put into a regatta style event that regardless of skill level it encourages
25. people to get together fly and have fun."

## Budget and Costs

1. Less expensive entry fees
2. lower entry fee
3. Cost of entry fees
4. Cost of entry fee
5. Cost of tows
6. Entry fee
7. Entry Fee
8. Entry fee is double of what you would expect of similar sized comp in other countries.
9. entry fee reduced
10. entry fee reduced,
11. entry fee,
12. Entry fees should only cover costs. "
13. Less clubs gouging on entry/tow fees
14. less cost if possible
15. Less expensive entry fees
16. Accommodation costs
17. Accomodation
18. Cheaper Cost of tows
19. Cheaper.
20. clubs should not be making money on tows using other clubs gliders
21. Competition grants available to subsidise travel, accommodation, glider hire etc... Especially for juniors!
22. Cost - the likes of Horsham is quite doable (cheap tows, admin fees, camping on site),
23. cost of accommodation
24. Less expensive tows
25. Less expensive accommodation
26. Less expensive launches
27. Lower Entry fees
28. lower & transparent entry fees ie where the money is budgeted to go
29. lower cost
30. Less expensive launches
31. Lower entry and tow fee
32. More money (as above this ain't the GFA's problem)
33. Realistic Entry Fees ie circa \$160 per week of competition
34. reasonable entry fee (250 or less)
35. Reduce costs
36. Reduce the entry fee to cover costs only

- 37. The fee structure of competitions should be reviewed particularly tug fees
- 38. towing fees,
- 39. Lower Entry fees

## Standard of Competition

- 1. . I would need to be better at it! I would need to be 20 years younger! I would need not to have a bucket list of other stuff to do! oh wait - missed the bit about "that could be changed"!Not very good at it!
- 2. A competition for "competition beginners
- 3. I do not have a GPC. This is preventing me from entering my state comp.
- 4. I am very new to XC and i do hope to compete at by myself when i have the confidence.
- 5. Maybe a comp aimed at pilots that are newer to gliding/comps? So we don't get smoked by the pros!!
- 6. There needs to be less focus on World Championship selection and more focus on pilots having fun at competitions
- 7. More about everyone, not just the worlds team
- 8. "Sometimes competitions can be too heavily focussed on the 'top dogs' and not enough is being done to encourage and support juniors and less experienced pilots. I understand that they are state and national competitions, trying to find the best pilots, however if this sport is to continue in the future, more needs to be done to encourage, support and assist these lower level pilots. Sometimes they can be forgotten.
- 9. Gliding as a sport has become too elitist,

## Time

- 1. Not that comps are too long or too short, they waste huge amounts of time for no good reason
- 2. "Just having more time as I am FT and have a youngish family.
- 3. "Sadly I work full time and don't want to get divorced, so I don't have much scope to increase participation.
- 4. I need to retire or get rich enough that I don't need to work a full time job as I only have 4
- 5. weeks leave a year - two weeks disappear for Christmas break, so the rest of the two weeks
- 6. have to be well spent with family or other courses.

## Attitude of pilots/organisers

- 1. "Not being looked down on for flying slow
- 2. A more enjoyable social scene post flying
- 3. More fun, less rules.
- 4. Attitudes of older people.
- 5. solve the grumpy old man issue.
- 6. grumpy old bastards getting the boot
- 7. less focus on the top echelon of pilots,
- 8. Fewer club officials ordering me around
- 9. People dont seem friendly at nationals
- 10. A really good experienced contest director makes a big difference to the competition. Clear decisive direction & decision making is an essential ingredient for an enjoyable competition.
- 11. support new pilots,
- 12. Help with planning for each day of the comp, i.e. like a tutorial, what to look for in the weather etc. Help with flying AATs and the strategies used to fly them
- 13. Better opportunities for average pilots to compete without having to compete against rich selfish overindulgent competition pilots with only one focus and that is themselves
- 14. In WA, State competition and regattas need to be focussed at inclusion, not elitism. A recent club regatta was hijacked by an elite pilot setting tasks that even the top pilots couldn't complete.
- 15. I am really put off by pushy flying, by ego
- 16. Be more willing to consider new things
- 17. We need to find out why there are no young people at nationals. This is a significant problem. It is too elitist and young people can't take 2 weeks off for one competition or have the funds to access the latest gliders. This is why F1.0 is so popular.
- 18. I helped at the worlds at Benalla and that left me with a feeling that I had no wish to compete in such a scene (a no likelihood of it either)!
- 19. I will probably do more comps in coming years and will slowly improve, but am put off by the idea of being involved in comps where you have to have an incredible glider, where there is ego and pushy flying, or there are more than about 40 gliders in the field.

20. Minimize the bureaucracy, make it easier to enter and compete.

## Facilities and Social inclusion

1. Facilities at the Gliding Field and the facilities in the town make is a factor.
2. Local activities for the family (kids 9 and 10)
3. More friendly and relaxed organisers
4. more involvement for crews
5. More attractive to family/friends
6. Nicer airfields,
7. Better tie-down facilities, preferably hangerage.
8. Better ballast facilities suitable for comp-size fleets.
9. Better, more secure caravan and glider/trailer parking facilities so these things can be brought to site earlier rather than in the last couple of days before the event.
10. "More attractive to family/friends
11. Family friendly....even just for a partner.

## Safety and Gaggle flying

1. discourage gaggle flying,
2. "Fewer gliders.
3. Safety culture by organizers good but some pilots could be better
4. Focus on safety,
5. Overly aggressive flying.
6. High risk of collision with so many gliders being launched in a short period of time. "
7. Comps and the current scoring system are outright dangerous and I don't see it changing in the short future.
8. Not keen on flying in large gaggles due to safety concerns.
9. Rules promote undesirable flying habits
10. Penalise dangerous flying
11. Safety concepts poorly understood and not standardised.
12. 2/3 of the class waited for the top 2 or 3 pilots to start. This created poor gaggle safety.
13. Also there should be low threshold to turf out any unsafe pilots who threaten safety of others"
14. a strong culture of safety is of paramount importance
15. Sharing a thermal with more than 4 gliders scares the heck out of me. And hearing of gaggle collisions frequently does nothing to allay my fears
16. Improve safety (gaggle manner)
17. enforcement of penalties regarding safety (crashing glider on last day of nationals to win competition and not receiving competition penalty for example)
18. No gaggles.
19. Reduce gaggles and following
20. "I would like to see the work on competition safety continue to develop.
21. Must work out ways to prevent gaggle so the comp is a test of individual skills.
22. There needs to be a focus on reducing the gaggle mentality at competitions, this will assist with making the competition safer and provide better level playing field.

## Other

- Winch launching availability,
- Include winch launching
- NOT at all interested in comps. GFA need to pay more attention to other members needs instead of focusing on Comps.
- The last nationals I attended there were no winner or runner up trophies only perpetual ones
- Horsham Week adopted National Rules, which are prejudiced against wooden era gliders
- Too many comps in the best XC season
- I am retiring from gliding
- I'd Rather do my own flying
- Prizemoney 😊
- Age consideration just getting too old
- Rule is different from fai rules, handicaps are rather political and not performance

- My usual type of flying is long distance cross country, so comps end up wasting much of the day, often all day. But the benefit is I always learn such a lot from the cleverer people
- more women competing,
- Already have maximum possible in WA and as retired pilot fly in them all. 3. Can't see how things could be improved. Or rules do a good job for our varied mix of gliders and the WAGA Comps this year are going to be held very late Feb/Mar for the first time so hope that works out weather wise. Lumpy and Don Woodward have entered from over east so that is great. John Buchanan coaching in a DG1000S again support for upcoming pilots available. 20 plus gliders last 3 comps so I think we are going well.
- N/A as ceasing due to age and health
- Yes but I think you already know we are getting old and running out of initiative all we want to do is enjoy the last few years we have left without taking on any further responsibilities which we have carried for the last 45 years and relegate ourselves to senior ground instructors is derogatory and demeaning. It is allway better to retire gracefully
- I know this survey is aimed at competition pilots. Are you going to ask non-comp pilots what's stopping them from entering comps? I would suggest a large portion of the decline is comp pilots getting old and retiring and not being replaced by new pilots entering the comp scene.
- I'm more interested in competing with myself, rather than flying against other pilots.
- The GFA working with insurance brokers to strike up some sort of deal. The cost associated with upgrading a glider's insurance to full-flying or adding a pilot to the policy is horrendous, and unaffordable for most. N/A as ceasing due to age and health
- Sorry I don't have solutions.
- I need to retire x 3
- ! It is mostly outside influences that are preventing me from competing at the moment and you can't change those.
- Nothing. Lack of annual leave and balancing Gliding/family time is the only issue
- "More leave from work
- More flying hours to prepare"
- Not having to work for money (thus have more time).
- good weather (likely not within our control)

Overall coordination of outlanding retrieves etc ... no one has crews these days!

## Standardisation/Organisation

1. Better training for organisations to reduce risks caused by poor task setting
2. On a minor note — gridding needs to be made as easy as possible especially as manually moving heavy gliders is a pain.
3. Just specify the last & first row and let the rest just in tow out in order.
4. "), Fixed gridding positions to stop the grid wars.
5. "Grant Johnson did an amazing safety briefing ""package"" at 2018 State Comps Temora, complete with takeoff and landing briefings (with photos) for each strip, each direction, available paddocks. Lots of work but this set the standard, should be repeated at all comp sites.
6. More consistent organization (same mistakes always seem to be made i.e. gridding drama's),
7. form a group of people who are keen and can run comps, pay their accom and travel,
8. Safety concepts poorly understood and not standardised
9. Standardisation between comp CDs, too much reinvention of the wheel .eg gridding at NRM multi-class Nats
10. Most visiting pilots at comps and regattas these days have no crew and the host site also has very limited crew on site. It would be good if host clubs could target at least a minimum level of ground crew from somewhere (I don't know where, maybe school kids/friends and relations/the local pub datrs team??) to handle grid pushing and pulling, radio cover, logs etc. WA comps and regattas these days seem to rely on the competing pilots doing a lot of this stuff on the grid before their turn to launch and after landing from the task.
11. Less competitions of a higher standard of management/logistics are better than more comps run on a shoestring

## .M&D

1. We need to make the sport bigger.
2. More people, new ideas

3. Better media coverage (live coverage etc)"
4. Yes... Stop pushing Comps as a means of attracting members...
5. A priority should be given to making comps interesting for spectators. We now have tracking which my family watch with interest. Next will be gopro cameras and downlinks in each aircraft. The technology is there now. It would be a worthwhile investment.

## Gliders to fly

- Access to club/ if traveling interstate
- Better cross country two seat gliders
- clubs discount glider hire fees for comps.
- More motivated if club gliders were in better condition. Have used before and had multiple
- problems halfway through.

## Positive

1. I actually have no issue with the comps
2. No changes required - F1GP already models it.
3. Please keep up the good work of researching pilots needs
4. Thanks for your efforts!
5. Thanks for asking for feedback!!
6. Pay attention to what the members are saying.
7. "Sorry no reasonable suggestions - I actually think we have a good range of comps - 2 nats for the hot shots, states for the also rans, regattas (eg Lake Keepit Regatta and Qld Easter Regatta) as entry level - whatever people are saying they want, almost always already exists"

## Negative

- You know you have issues with Australian competitions when international competitors can't help but laugh at how they are run when they come over here.

## Long responses

I would like to see more focus on the fun of flying in comps, including GP style events and pair flying. F1GP look to be on the right track, although I have not flown the event. There is an old guard who dominate the sports committee who apparently think everything should stay the same. Just look at some of their responses when anyone questions anything about the status quo on the Gfa email forum - shot down. Old guys who are either retired or who have jobs that give them time to fly a two week competitions. Nice people, but in terms of governing "sports" they appear to be obsessed with having a competition that identifies a "national champion", who is rewarded by international team selection. Failed model - the number of people even interested in international teams appears to be dwindling. Current model does not work for me. Moving away from multiple start points, to start line, has just created a return to "start late - catch gaggle" approach to winning. And don't get me started on the stupid international scoring system that rewards lemmings. Setting aside 2 of 4 weeks of my annual leave for a nationals simply does not work for families. 7 day nationals would work for me. Might as well at least try and make sports class nationals accessible and fun and, if necessary, keep multi class for the lemmings. I think that clubs generally do a great job of hosting events, and I really appreciate that about our sport, but the economics of a two week comp work better for them, so that is what they look for and sports committee does not insist on shorter comps - despite clear direction from pilots. Thanks for the survey - I don't think that pilot meetings and the closed committee system are conducive to gathering this type of feedback - so it is much appreciated. I put in the survey above that I have no intention of flying comps in the next 5 years, but that could change if the approach to competition improves.

"State comps being a week in duration is good, National comps should be for two weeks given team selection and Australian champs are up for grabs. The safety briefing over the past year have been excellent, having seen all bar 1 (CC Nats) there has been some great topics covered and the pilot interaction has been welcomed.

The F1.0 is a awesome concept and was great to be a part of, so many gliders out of the hangars and fresh faces embracing their chance to race again, this comp will get bigger and bigger. We can all take some lessons from the way it has been run, with the element on fun and great media coverage."

"The GP style of scoring starting and handicapping that the F1GP guys have developed worked well at QLD State Comps. It was fun. At Kingaroy most weekends we fly handicapped turn point GP style racing. It is inclusive, fun and challenging. Nationals would do well to look at the benefits from that style of Comp. Please DO NOT allow Team Flying again ..

"

"Make the stupid IGC wake up to them selves and give us all a real COMP not just following others. I could name 10 leaches who just follow and FLY IN your blind spot and 10 more who always fly too close in thermals. Why not name and shame those pilots who regularly fly too close. Somebody did a comps near misses and was the same 10 pilots. This must be publicised in magazine as my friends talk about it. Guess 20 years ago GFA legalised cheating when they let 2 pilots fly well over 850kg in nimbus 4DM without a penalty. I was with a friend in nimbus 3DM and Brad Edwards was with Wal Stott in ASK25M and no way could you keep with these whales in 4DM. Brad Edwards and myself never ever flew a nationals for guess 12 years in brads case and 20 years in my case. That was GFA Legalising cheating and must NEVER EVER BE DONE AGAIN. All that is FACT!! Ian Mcphee

GFA at present have too much focus on competitions, coaching has not been managed well, consideration should be given to subsidise coaching flights or course weeks to encourage more post solo efficient soaring. This should give club pilots more confidence to progress through their GPC, Gold C legs and then to enter their first competitions. I am 48 & have been gliding for 30 years - I enjoy xc & look forward to competing but the reality is that gliding has to fit around the rest of my life - until I retire at least. The only way this can happen is to make it more achievable for people like me .. otherwise it will always be a sport for the retired, or the small minority of younger people who are happy to devote their life (and their spouse's life) to gliding almost exclusively. Shorter regional comps that don't require the sacrifice of weeks of leave for us workers would help. Listen to young people and accept help when it's offered.

1) The two seater nationals need to be shifted from Narromine and need to include two seater old open class gliders and not be restricted to 20m two seaters.

My logic is that we do this type of thing for 15m and std and for 18 m and open so why not for 20m two seaters and 25 metre two seaters. I actually know the answer but too many old personalities are involved with settling old scires from a generation ago.

2) The rules are not followed and are selectively used . Team flying is against the rules . Absolutely zero effort has been made by the powers that be to enforce the rule. If you cant enforce it may be get rid of it, because it blatantly happens still .

3) Basic airworthiness limitations are not enforced . Pilots should not be allowed to exceed the maximum cockpit pilot weight. Failure to enforce this makes a mockery of the whole scrutineering (?) process. Especially when you look at the emphasis placed on max aircraft weights.

The solution is to get a supplemental certificate. Jonkers had a process where by the cockpit limit could be increased to 130 kg

4) there is very little doubt in my mind that the people reading this wont know who wrote it and will just dismiss the sentiments as that of an old stirrer who is an arsehole anyway,. I have some other suggestions but i am tired of wasting my time. Any reasonable person can see that even if there is a gliding movement in the future, similar to what we know nowadays, it will be vastly smaller and that membership will not be able to or willing to support the present admin structure.

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1. I'd have to move to the east coast from WA. 2. Already have maximum possible in WA and as retired pilot fly in them all. 3. Can't see how things could be improved. Or rules do a good job for our varied mix of gliders and the WAGA Comps this year are going to be held very late Feb/Mar for the first time so hope that works out weather wise. Lumpy and Don Woodward have entered from over east so that is great. John Buchanan coaching in a DG1000S aao again support for upcoming pilots available. 20 plus gliders last 3 comps so I think we are going well.

