

IGC Special Club Class
Handicap List ARG
Iss.No.2

Valid for the 32nd WGC
in Argentina only

October 1st, 2012

IGC Handicap	Glider Type	Flaps (f)	max. mass of non lifting parts [kg]	wing area [m ²]	New IGC Reference Mass [kg]	wing loading at New IGC Reference Mass [kg/m ²]	remarks
1,08	ASW 20 (15m) (not B,C)	f	235	10,50	372	35,4	
1,07	Discus a,b,CS		240	10,58	367	34,7	
1,07	ASW 24		230	10,50	356	33,9	
1,07	ASW 24 B		245	10,50	371	35,3	
1,07	DG 200 (15m)	f	250	10,00	380	38,0	
1,07	Mini Nimbus	f	240	9,86	368	37,3	
1,07	Mosquito, B	f	240	9,86	368	37,3	
1,07	LS 3	f	240	10,50	377	35,9	
1,07	LS 3 a	f	230	10,50	367	35,0	
1,07	Genesis 2		241	11,15	366 *	32,8	
1,07	Glasflügel 304,B, CZ HPH 304 CZ (15m)	f	240	9,90	369	37,3	
1,06	SZD 55-1		248	9,60	363	37,8	
1,06	LS 7		235	9,80	353	36,0	
1,06	Speed Astir II, IIb	f	260	11,47	400*	34,9	
1,04	HPH 304 C		240	9,90	369	37,3	
1,04	DG 300, Elan		246	10,27	369	35,9	
1,04	LS 4, a, b		230	10,50	356	33,9	
1,03	Pegase 101, A		235	10,50	361	34,4	
1,03	Pegase 101 B, C		230	10,50	356	33,9	
1,03	Pegase 101 D		225	10,50	351	33,4	
1,03	Pegase 101 P, AP		235	10,50	361	34,4	
1,03	PIK 20 A	f	250	10,00	380	38,0	
1,03	PIK 20 B	f	240	10,00	370	37,0	
1,03	PIK 20 D	f	225	10,00	355	35,5	
1,02	H301 Libelle	f	200	9,80	300 *	30,6	
1,02	Std. Cirrus B (16m)		220	10,36	344	33,2	winglets not allowed
1,02	Std. Cirrus B (16m) (with increased mass)		233	10,36	350 *	33,8	winglets not allowed see TDCS EASA.A.278
1,01	ASW 19		225	11,00	357	32,5	
1,01	ASW 19 B		230	11,00	362	32,9	
1,01	Jantar Std. 2, 2M		245	10,66	373	35,0	
1,01	Jantar Std. 3		248	10,66	376	35,3	
1,01	Brawo		242	10,66	360 *	33,8	
1,01	LS 1f, LS 1f(45)		230	9,75	347	35,6	
1,00	DG 100, G, Elan, G Elan		265	11,00	385 *	35,0	
1,00	Hornet, C		225	9,80	343	35,0	
1,00	Jantar Std.		236	10,66	364	34,1	
1,00	Std. Cirrus		220	10,04	330 *	32,9	winglets possible
1,00	Std. Cirrus (with increased mass)		240	10,04	361	36,0	with winglets MTOM 350kg see TDCS EASA.A.278
1,00	Std. Cirrus B (15m)		220	10,04	330 *	32,9	winglets possible
1,00	Std. Cirrus B (15m) (with increased mass)		233	10,04	354	35,3	with winglets MTOM 350kg see TDCS EASA.A.278
1,00	Std. Cirrus CS11-75L		220	10,04	341	34,0	winglets possible
1,00	Std. Cirrus CS11-75L (with increased mass)		240	10,04	361	36,0	with winglets MTOM 350kg see TDCS EASA.A.278
1,00	Std. Cirrus G		220	10,04	341	34,0	with winglets MTOM 330kg
1,00	Std. Cirrus G (with increased mass)		240	10,04	361	36,0	with winglets MTOM 350kg see TDCS EASA.A.278
0,98	ASW 15		198	11,00	318 *	28,9	
0,98	ASW 15B		220	11,00	352	32,0	
0,98	LS 1 0,a,b,c		212	9,74	312 *	32,0	
0,98	LS 1 d		212	9,74	329	33,8	
0,98	Std. Libelle		200	9,80	290 *	29,6	
0,98	Std. Libelle 201B		210	9,80	328	33,5	
0,98	Std. Libelle 202		210	9,80	328	33,5	
0,98	Std. Libelle 203		210	9,80	328	33,5	
0,98	Std. Astir G102		240	12,40	380	30,6	
0,96	SZD-51 Junior		275	12,51	380	30,5	fixed undercarriage

*) New IGC Reference Mass is limited by MTOM or MTOM without water.

Flying a glider with winglets increases the handicap by 0,01.

Retrofitting a glider with retractable landing gear increases the handicap by 0,02.

The handicap is based on the performance at the New IGC Reference Mass.

If a glider is flown at a mass not exceeding this reference mass it can be considered as operated within legal mass limits.

Where a glider is flown at a higher mass by necessity, the pilot will have to provide documentation to prove that his glider is still operated within legal mass limits and the handicap will be increased by 0,005 for each 10 kg or part thereof that the glider exceeds the reference mass. However the wing loading may in no case exceed 38 kg/m². In addition the handicap may in no case exceed 1,09.