

**SC3 Committee wording for French Proposal to abandon restrictions on speed and distance flights for records****3.0.2 Records in any one flight**

Any record or records may be broken in any one flight for which the requirements are met, except that:

- a. A speed record will be certificated for the record distance immediately less than the official distance of the flight.
- b. Within any single class and/or category, only one distance and one speed record may be certificated for the flight. (See Annex C para 4.5.)

Proposal to be taken in two parts.

1st Proposal. delete paragraph b. from 3.0.2.

2nd Proposal delete paragraph a. from 3.0.2

Should both Proposal a. and b. be agreed, then:

In first sentence, substitute full stop for comma after "met". Delete "except that:"

**Comment**

The Sporting Code Committee does not support either part of this proposal and recommends it be rejected.

Following the introduction of Free Distance records it became obvious that the similarity of the free and declared types of distance records were making a mockery of the record system by allowing multiple claims of distance records from just one flight.

The basic requirements of a world record are that:

- It must be the best performance in the world of a particular type of task for the class of aircraft;
- It should be rare and valued for both the rarity and the excellence of the performance made.

These basic requirements were agreed to by IGC some years ago when the record book was restructured. There has been no change in the FAI or IGC policy that would indicate a need to alter them.

By having the same flight able to claim for two very similar types of record may have met the first requirement but certainly did not meet the second. In 2004 delegates voted 29 to 2 to apply a restriction to distance flights, allowing only one distance record from one flight. It was hoped that by this means the regular awarding of pairs of world records for just one flight would stop and the record distances would tend to move apart as new records were made. One of the aims of the free distance records was to allow a flight to be extended, possibly greatly extended, over the distance predicted when making a declaration. In the main, until the restriction was applied, the extra distance claimed did not meet that aim. With much activity on distance records in Argentina in the recent past, there has already been some separation made.

It is therefore apparent that the restriction is having the effect that the originators of the Free Records had in mind.

Speed records were limited to the one record immediately below the distance flown many years ago and have therefore become the standard for gliding World Records. A similar situation could have arisen if the restriction had not been applied. The distances flown are significantly different for any two speed records, therefore the proportions of the flight that can have an effect on speed such as rounding turn points and the final glide are significantly different so a multiple claim for a longer distance may not compare with the achievement of the shorter distance. It needs to be a level playing ground.

Separation in both these cases also achieves the aim of many aspiring World Record pilots; there are more opportunities to claim a new record. Those that already hold records, in some cases several records, may not find that this restriction suits them, but there have always been many aspirants for World records, they should have their opportunity too.

Finally, to change the distance requirement only 3 years after enthusiastically accepting it would damage the reputation of the IGC for making considered decisions. There have been no circumstances yet arisen that would prove that an incorrect decision was made in 2004 after being introduced in 2003, or many years ago for the speed flights.

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Sporting Code Committee