

Sporting Code Committee

Year 1 proposal

In 2006, the FFVV submitted a series of SC3 proposals for revisions of definitions which individually, would be simple to include, but together, amounted to a major rewrite. The SC3 committee also noted that the use of photography would be phased out shortly, and in 2007 there was to be a year 2 proposal regarding COTS GPS recorders, all of which led to the conclusion that all these points would be best considered in one major rewrite. It would be very confusing to handle them separately. To this end, it was suggested to the Bureau that these proposals, and any other year 1 proposals from 2007 be taken into account in a major rewrite during 2007, these would all come into use on 1st Oct 2008 if approved in detail in the March 2008 meeting. The originator of the FFVV proposals was consulted and enthusiastically agreed with the idea and the Bureau also agreed that this would be the best way to handle these important measures. There were other proposals which could be taken as year 2 proposals this year, but if accepted would not require a major rewrite. These are submitted separately. The present plan for dealing with the photography rules is to group them into an appendix in 2008, still as part of the SC3 rules, but clearly note that the appendix rules will not be valid after 1st October 2009. This is 5 years after the intention to remove photography was signalled by a notice within the Sporting Code.

It is clear that some chapters of SC3 will need little or no change, but it is the definitions and verification chapters which will require most work. We recognise that the Code has become unnecessarily complex for a major, largely unappreciated target group - the new badge pilot. The intention of the committee is to simplify as much as possible while retaining the integrity of records and badges.

Within the 2007 meeting, it would not be possible to give more than a broad indication of the changes to be considered, but there are a few points which we ask the opinion of the plenary meeting to give an indication of just how far simplification could be taken and some of the options which could be removed or retained. It is obvious that simplification may be achieved by the removal of many of the options currently available for many aspects of a badge or record flight.

Taking a simple case; the observation zone. There has been discussion within the committee, the FFVV's originator of their proposals and others involved in the verification of records and badges which revealed a significant range of opinion.

It was suggested, in one view that we should revert to only one type, the original sector OZ. Another view said, the sector OZ was designed for direct viewing and photography, it can be deleted and retain only the cylinder OZ. Both these views have merit, assuming that there was an absolute need to go to only one OZ. But the alternative of retaining both combines the good points of both. An indication from the plenary meeting

for:

- One type of OZ, or,
- Two types of OZ, would help the committee's work.

If one type only is preferred, which?

- The sector OZ, or,
- The cylinder OZ.

More complicated, but areas which the committee would seek guidance are the "start of the soaring performance". There are currently three options. Which could be eliminated?

- Release or stopping MoP.
- Exit from an OZ
- Crossing a start line.
- In addition the FFVV proposal asked for an undeclared (virtual) start taken from any FR fix after release.

Comment.

It should be pointed out that use of this form of start would cancel any declared task which would tend to make it of limited use. It would, however, be quite desirable for instance, in the silver distance flight where the loss of height may pose problems, although the comparable "virtual" finish, also proposed could, in many cases, take care of the loss of height. Most other badge flights would involve turn points which have to be declared and would no longer be valid. If it is decided to allow it, release as a start is no longer necessary. The point of release would become the first available "virtual" start.

Free record distance flights already have this facility as part of their "free" status. Not recommended.

- Accept "virtual" start
- Reject "virtual" start

The finish of a flight also has many alternatives. Which could be eliminated?

- Landing the glider, or
 - Entering the OBSERVATION ZONE of the FINISH POINT, or
 - Crossing a FINISH LINE, or
 - Starting an MoP.
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- A further proposal from FFVV would allow the creation of a “Virtual” landing at a suitable fix in the flight record.

Comment

It is pointed out that this would give the “pure” glider the same status as a motor glider which can have its engine started to finish the soaring performance. This could be at an altitude that could prevent a loss of height penalty being applied. A “virtual” landing from a fix in the flight record would remove this anomaly. Declared turning points already achieved would still be valid. This concept would have given those with FR evidence a big advantage over a flights using photography.

- Accept “virtual” landing
- Reject “virtual” landing.

COTS

Looking at the use of a recording COTS GPS unit as a Position Recorder, the intention is to only replace the camera from the present rules, taking into account the more accurate record of position compared to the camera. A barograph would still be required for height measurements. Approval only to the level of a Gold Badge distance is proposed. Higher levels of badge flight will need the added security and pressure sensor of the approved flight recorder. A set of guidelines for NACs need to be accepted by IGC to ensure that the types of units that are used allow satisfactory proof of position to be downloaded. These guidelines, once accepted should be published in Annex B of the Sporting Code.

There has been some disagreement from various sources with the concept of using recording GPS units so the opportunity is again given here to show the opinion of the IGC for or against the concept.

- Include COTS
- Reject COTS

Goal

One of the present rules which has received some criticism, is allowing the landing anywhere on the airfield, which was declared as a finish point, to achieve the goal, even if the landing was not within 1000 metres of the declared point. The rule was introduced many years ago as a safety measure, but it may not be so necessary these days. An airfield with a length of 10 km was drawn to our attention which does tend to make nonsense of this particular rule. It is suggested that we should delete this part of the rules.

- Retain landing at an airfield as a goal
- Delete landing at an airfield as a goal

Declaration

The FFVV proposals last year indicated that the rules regarding declarations were not clear. They also suggested that the importance of making a declaration should have greater emphasis. While not necessarily accepting the implied criticism it is clear that the rewrite should look closely at the declaration rules.

3 TP Distance

One of the suggestions submitted by FFVV since the last IGC meeting, is to use the declared 3 TP course for all badge distance flights except Diamond Goal which would be a special case of an out and return or a triangle and requiring a declared finish. A silver badge distance would be also a special case which could involve dropping all turn points. The proposal would drop the Straight Distance flight and Straight Distance to a Goal as a badge or record types of flights.

An alternate view is that the 3 TP distance flight should always have at least one turn point incorporated in it. Any flight requiring all TPs to be dropped should revert automatically to Straight Distance flight.

Comment The Straight distance flight has the longest history of all distance records and it would be sad to see it disappear along with the declared version of this flight. It seems to be counter to the declared intention of simplifying the Code with the new pilot in mind. It would be interesting to know what proportion of silver distance flights were done with the Straight Distance flight. Unfortunately, no statistics are available. However, the SC3 committee recommend retaining the straight distance flight.

- Delete straight distance, use 3 TP distance only
- Retain straight distance for badges and records

Finally

It would not be practical to give all the changes which could be incorporated in a major rewrite but it is felt that the IGC response to questions above and the discussion that the plenary meeting may have will give the committee the broad consensus which will guide its efforts in the next few months. There are other ideas which have surfaced regarding what should, or should not, be included in the rewrite. The committee undertaking this task will necessarily have to consult widely and decide if any suggestions made will fit in with the principles which will guide the rewrite.

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