# SIMPLIFYING THE SPORTING CODE - Part 1

version 4 - 2 June 2013

## The minimum set of courses available for tasks

This paper is the committee's most recent modification to the offer of a new set of courses that would cover current record or badge task achievement levels in the most simple way possible. Version 4 of this Sporting Code text arises from continuing comment that has been received and from committee consultation (paragraph references are to a new Code, not the current one).

- 1. The earlier paper offered the case in which all record courses would be free. The main change here is to have all speed records remain *declared* rather than free. This would clearly differentiate distance and speed records.
- 2. Comment and committee consultation concluded that eliminating the 1000m allowed loss of height for early badge pilots would be problematic for them, so it would be retained for all badges to keep the rule simple.
- 3. A closer examination of a range of possible task geometries for the proposed Area 3TP (to replace the triangle) showed that it would not always fulfill the objective of having a course type that would generally be flown in thermal rather than wave or ridge conditions. As this type of course is necessary to demonstrate the full range of soaring skills, the current triangle course should be retained.
- 4. Note that the 10 km TP separation requirement is not included in the new 3TP course definition. Note also that as a consequence of the set of distance courses being free, the Distance-to-Goal record would be gone. Would replacing it with a Speed-to-Goal record be an option say for 300 and 500 km?

We thank responders for the thoughtful comments that the committee is receiving. As you can see, suggestions are actively considered. Comment should be sent to igc-sporting-code@fai.org

Ross Macintyre, chairman IGC Sporting Code committee

### PROPOSED SPORTING CODE TEXT RELATED TO A MINIMUM SET OF COURSES

#### 1.4 COURSE TYPES and REQUIREMENTS

The following paragraphs define the SOARING PERFORMANCES that may be flown for records or badges.

#### 1.4.1 General

- a. A SOARING PERFORMANCE may be claimed from any flight that meets the requirements of proof for that performance (such as a limit on the number of TURN POINTS).
- b. A DECLARATION and electronic flight data are required as specified in 3.3.1 for records or 2.3.1 for badges.
- c. WAY POINTS are fixes selected from the recorded position data except where declared as required for specific tasks.

### 1.4.2 Flight courses

There are four COURSES for records or badges based on the number of TURN POINTS permitted, and two SOARING PERFORMANCES based on altitude. Depending on the task being attempted, further restrictions may apply – see 3.1.6 for records and 2.2 for badges.

a. STRAIGHT A COURSE having no TURN POINTS.

b. OUT AND RETURN A CLOSED COURSE having only one TURN POINT.

c. THREE TURN POINT

A COURSE via at least one and no more than three TURN

POINTS.

d. TRIANGLE A CLOSED COURSE via two or three TURN POINTS. For a tri-

angle having three TURN POINTS independent of the START/FINISH POINT, the distance is the sum of the legs between the

TURN POINTS.

e. GAIN OF HEIGHT A SOARING PERFORMANCE measuring the height gained over

the low point of the flight.

f. ABSOLUTE ALTITUDE The SOARING PERFORMANCE for an absolute altitude record. It

requires a gain of height of at least 5000 metres.

#### 3.1.6 Types of record flights

Flight Performance Ref. Flight Restrictions

# Distance records

Turn points shall be fixes selected post-flight and start/finish points may be declared.

a. Straight Distance 1.4.2a no turn points

b. Out-and-Return Distance 1.4.2b closed course with only 1 turn point

c. Distance using up to 3 TPs 1.4.2c 1 to 3 turn points

d. Triangle distance 1.4.2d closed course with 2 or 3 turn points

1.4.2c

## Speed records

e. Speed over an Out & Return course 1.4.2b only 1 declared turn point

of 500 km and multiples of 500 km

f. Speed over a Triangle course of 100, 300, 500, 750, 1250 km, and all multiples of 500 km 2 or 3 turn points flown in the declared sequence. Minimum leg length shall be 28% of the official distance for flights of 750 km or less. For flights greater than 750 km, each leg shall be 25 to 45% of the official distance.

## Altitude records

g. Gain of Height
h. Absolute altitude
1.4.2e Open class only, see 3.6.3 on evidence
1.4.2f Open class only, see 3.6.3 on evidence

#### 2.2 BADGE REQUIREMENTS

## 2.2.1 Silver Badge

The Silver badge is achieved on completing the following soaring performances:

a. SILVER DISTANCE a distance flight whose first leg is at least 50 kilometres. Any loss

of height penalty is calculated on this leg.

b. SILVER DURATION a duration flight of at least 5 hours.

c. SILVER HEIGHT a gain of height of at least 1000 metres.

## 2.2.2 Gold Badge

The Gold badge is achieved on completing the following soaring performances:

a. GOLD DISTANCE a distance flight of at least 300 kilometres.

b. GOLD DURATION a duration flight of at least 5 hours.c. GOLD HEIGHT a gain of height of at least 3000 metres.

#### 2.2.3 Diamonds

There are three Diamonds, each of which may be worn on the Silver or Gold badge, and the badges for flights of 750 kilometres or more. A Diamond is achieved by completing any one of the soaring performances below:

a. DIAMOND DISTANCE a distance flight of at least 500 kilometres.

b. DIAMOND GOAL a flight of at least 300 kilometres over an out-and-return or triangle

course. Way points must be declared and flown in sequence.

c. DIAMOND HEIGHT a gain of height of at least 5000 metres.

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# The 1000m LoH allowance

The 1000m allowance prior to a height penalty being applied is deleted for record tasks. It is a fossil rule from the early days of low performance downwind dashes for distance. Nevertheless, after committee discussion, we feel it is appropriate for low level badges, and decided to retain it for the higher level badges also to keep the rule simple.

An LoH penalty should offset the distance a pilot can gain from an excess height, plus a little extra (like the x100 multiplier) – as such it is intended to be a slap on the wrist, not an "execution" as now occurs for speed record attempts. This is why a LoH penalty is also appropriate for speed records if no LoH margin is available for a pilot to fine-tune the final glide.

Note that the current LoH penalty factor of 100 takes no account of the lower performance Ultralight and 13.5m (if instituted) records that did not exist when the LoH penalty was first imposed. Should the penalty factor for these classes be lowered? Comment is requested.