

Year 1 proposal / IGC Plenary 2021 - *RL Points for both crew members in 2-seaters - Italy*

- Title: **Ranking points for 2-seater crew members**
- Type of the proposal (Year-1 or Other): **Year-1**
- Affected Sporting code: **Yes, Annex D**
- Submitted by: **Italy**

• **Description:**

The current rules for the IGC Ranking List restrict Ranking List points only to the highest ranked pilot of the crew, or to P1 in case of a tie. We propose to assign RL points to both pilots, applying a correction to the lower ranked pilot, in proportion to the ratio between P1 and P2 current ranking. The highest ranked pilot of any crew would thus get the full amount of RL points (no variation from the current situation), while the lowest ranked of the crew would get proportionally lower points.

• **Starting observations:**

- 1) The composition of a 2-seater crew is influenced by many practical limiting factors.
- 2) The IGC ranking list is recognised as a very effective promotional and motivating tool.
- 3) Currently, only the higher-ranking pilot of a crew is awarded ranking points.
- 4) The "20m Team" RL has been abandoned since 2015. https://igcr.fai.org/index_two_seater.php?rowstodisplay=100

- As a **consequence** of #3, experience shows that this single factor:

- . deters two highly experienced and competitive pilots from flying as a crew
- . deters two pilots of any level of experience, with similar ranking value, from flying as a crew
- . deters two partners in the ownership of the same sailplane from sharing a competition as a crew
- . creates difficulties in finding partners for the shared ownership of a double seater
- . deters a pilot with only limited available time for competing, from flying with higher ranked pilots
- . deters the transmission of competitive skills from experienced to less experienced pilots

• **Other inconveniences:**

- . there have been errors in detecting the P1 or the highest ranked pilot, affecting the competitive career of some.
- . sometimes the ranking points have been amended to correct errors; determining who's the higher ranked pilot can become inaccurate.

• **Guidelines for a solution:**

- . Guarantees a fair amount of points, which allows P2 to maintain and continue their sporting career in the Ranking List
- . Guarantees that P2 finds no possible shortcuts to "buy" or "hitch-hike" a ticket to a high Ranking position in the List
- . Takes into consideration all cases, such as fixed crew, or crew changing during the single competition

• **Proposed Solution:**

- grant ranking points to the P2 on board, +:
- apply a factor, based on P1-to-P2 ratio of actual ranking points, as verified at the start of the 1st competition day, +:
- apply a forfeit reduction of 50 points to P2 rating points.

- **Description:**

- The C.D. checks the RL position of every crew member of all 2-seaters.
- For each crew, the C.D. determines which member has the relative higher RL position, calling them P1 (P2 shall be the lower ranked pilot), and calculates the ratio between P1 and P2 such that P2 is a fraction of P1.
- If P2 changes from one day to another during the competition, the C.D. has 2 options:
 - a) Consider their sailplane "AA" as flown by P1, accompanied by any crew provided P2,3,4,etc have lower ranking points than P1 (thus no RL points awarded to P2,3,4,etc
 - b) Consider the crews P1+P3, P1+P4 as new participants in the competition, starting from Zero Points (for example by adding an extra character to the Contest Number in the scoring program as in "AA1", "AA2", etc).
- If the new crew member has a higher RL position than the pilot formerly indicated as P1, the C.D. shall create a new participant crew ("AAx"), starting from Zero Points in the competition and indicating the new, higher ranked pilot as P1.

- **Examples of the intended outcome:**

- . a pilot with 900 ranking points flies with a partner, who has 880 points. If the crew wins a full value Cat1+ WGC, P1 gets 1000 pts, P2 gets 928 points. ($1000_{P1} / X_{P2} = 900_{RLP1} / 880_{RLP2}$; thus $x = 978pts$) – 50pts = 928pts
- . a pilot with 900 ranking points flies with a partner, who has 750 points. The crew wins a full value Cat1+ WGC, P1 gets 1000 pts, P2 gets about 700 points. ($1000_{P1} / X_{P2} = 900_{RLP1} / 750_{RLP2}$; thus $x = 833pts$) – 50pts = 783pts
- . a pilot with 750 ranking points flies with a partner, who has 375 points. The crew finishes in the middle of the class, worthy about 70% of the winner's Ranking points; P1 gets 0.7xMaxRLpoints, P2 gets 0.7x(375/750)xMaxRLpoints. (if MaxRLpts = 880, P1 gets 616pts; P2 gets 616pts / $X_{P2} = 750_{RLP1} / 375_{RLP2}$; thus $x = 308pts$) – 50 pts = 258pts

A personal example

I actually flew the handicapped *Trofeo dell'Oltrepò* in Voghera, Italy, 2018. **Winner was Guido Dalla Rosa** (LS8, 953,04 rating points): as of today, he has 917.3 Ranking Points). **I was 6th overall**, with 811.75 rating points (DG600, and today I have 848.7 Ranking Points.

Now let's see what would happen if I flew in a double-seater with Guido, and the competition would have taken place yesterday, all the other factors remaining the same for the purpose of this theoretical example: Guido wins, gets his 953,04 rating points; I would get a proportional 881.76 ranking points (about 33 points more than my single-seater actual result). After applying the forfeit 50 points reduction, I would get 831.76 ranking points which I personally consider acceptable given what I can learn from a very competitive pilot.

In conclusion

The Italian sporting committee believes that with the introduction of this proposal, nobody can get "free points"; nobody can "buy" their way up the RL Ladder; nobody has to dedicate their (generally valuable) available time window flying as P2, although without rewards for their sporting career. Any pilot flying also as P2 has a practical means to maintain their current standing in the list. And most of all, nobody is practically discouraged from sharing the cockpit with a higher ranked pilot.

- **Affected part of the SC:** Annex D to SC3

- > .6 PILOT'S RATING SCORE

- > All competing pilots in a sanctioned competition will receive a Rating Score from that competition.

- > The Pilot Rating Score for Two Seater entries and entries shared by more than one pilot will be awarded to the pilot with the highest Ranking at the start of the competition. If neither pilot has a current ranking it is the pilot nominated as first pilot or P1. In both cases it is the responsibility of the Competition Organizer to determine the pilot to whom the ranking score shall be attributed and clearly state her/him as P1 in the result list.

- > Note: Since competitions can be held consecutively and the submission of results from prior contests might be delayed a situation can arise where the pilot pointed out as P1 in the beginning of the competition in retrospect has had a lower ranking as the P2. In any such case P1 shall be the pilot having the higher ranking in the RL as published 00:00:00 UTC on the first day of the competition (with first day being the first calendar day where flying could have been scheduled). It is recommended that the Competition Organizer saves a snapshot of the Ranking List or for the pilots in question in order to provide proof in case of later complaints. The RL team also provides the functionality for such snapshot.

- > The competition winner's Rating Score is equal to the Competition's Rating. All the other competing pilots receive a Rating Score proportional to their final scores.

- > $Rating_score = Competition_Rating \times Pilot's_score / Winner's_score$