

ANNEX 1

From IGC Tony Burton we received the following message:

SC3 for gliding does not at present allow for joint claims to be made, something the SC3 committee is considering to implement.

Recently two pilots completed the same 1000 km 3 turnpoint distance course, but only one of the pilots can now claim a record based on being the first to land from the circuit. If the pilots were competing with each other, the first pilot to land correctly earns the record. However, these pilots were flying cooperatively, hence it is unfair not to credit the record to both.

In the GS-7.6 para, it is not clear how to interpret "at the same time" in the gliding world as it is not possible for two separate flights on a given flight date to have exactly the same time. Furthermore, flight time is not a factor for distance records.

Assuming that the ability to claim a simultaneous record to cover the shared flight described is allowed in gliding in the future, how can "at the same time" be applied to gliding.

Below the exact article of the General Section:

SIMULTANEOUS RECORDS

On any date that a record is broken by more than one claimant, the best performance only will be awarded the new record except if an Air Sport Commission has a special provision for such a situation which is described in its own section of the Sporting Code.

Simultaneous records are possible if more than one claimant performing **at the same time** achieves exactly the same performance in the same conditions as another. In this case the record will be registered in the joint names of the concerned persons.

In all cases, not only the date of the performance should appear in the record claim but also the local time at which the performance occurred and, where applicable, the round of the competition in which it took place.

Additional explanations also provided by the same person

On Thu, Nov 19, 2020 at 7:13 AM hmills@t-online.de <hmills@t-online.de> wrote:

Here is the cleaned-up version for the CASI colleagues...

Whilst the following involves claims for German National Records, these are flown according to the Sporting Code. Furthermore a similar situation could well arise for FAI World or Continental records.

The claims are from 2 pilots (father & son) for 1000 km triangle flights (they declared identical same tasks on the same day), both flying 15m Ventus.

Both pilots claim German national records for:

- Triangle Distance
- Triangle Speed over 1000 km
- Free Triangle Distance

The flights were analysed via Judy's Claim Check using the calibration data.

Triangle Distance & Triangle Speed over 1000 km

Re-analysis of the flights using the latest version of Claim Check yields:

- Pilot **KEB**: 1003,64 km / 100,92 kmh Crossed Finish Line at 17:38:40
- Pilot **SB**: 1003,64 km / 101,42 kmh Crossed Finish Line at 17:38:33 **FIRST**

The official distances (SC3 §1.3.7) are the same since both pilots used the "Sector Observation Zones" for the Turn Points and the LoH caused no problems. No issue with airspace.

So as a result of the re-analysis pilot **SB** should be awarded the National Records for Triangle Distance & Triangle Speed over 1000 km.

Free Triangle Distance

Claim Check evaluation for Free Triangle Distance:

- Pilot **KEB**: 1008,72 km Free Triangle completed at 17:38:47
- Pilot **SB**: 1007,75 km Free Triangle completed at 17:40:00

Thus, pilot **KEB** should be awarded the National Record for Free Triangle Distance.

The Pilot's Objection

Following my original awarding of all 3 records to pilot KEB (based on the wrong completion times) the pilots objected claiming that they both should have been **jointly** awarded at least the records for Triangle Distance & Triangle Speed over 1000 km - they point to the Sporting Code General Section (2020) Chapter 7, specifically Section 7.6.

Concerning the first paragraph since the "Air Sport Commision" here is the IGC I don't see a provision in SC3...

The second paragraph reads:

Simultaneous records are possible if more than one claimant performing at the same time achieves exactly the same performance in the same conditions as another. In this case the record will be registered in the joint names of the concerned persons.

Given that the official distrances for the claimed triangle distance records are exactly the same & the flights were clearly performed under the same conditions, it could be reasonable to assign the "Triangle Distance" record jointly. **Is this the intencion of the wording in the General Section?**

Concerning the speed record over 1000km triangle:

Initially I had pilot **KEB** landing first (due to SeeYou error above) - thus being awarded the speed record – with pilot **SB** although faster had not exceeded **KEB** by 1 kmh (only by 0.5 kmh). Their argument was that since the difference was only 0.5 kmh both should get the speed record!

More recently the pilots claim, that since the Sporting Code only requires one logger fix per minute that their speeds were identical (however they used fixes 1 resp. every 2 seconds). They also argue that the speed difference for a 10 hour flight is negligible...

Again, from Tony Burton (IGC) we have received the following message:

In all regulations limiting how heavy anything can be, all an official has to work with is an accurate scale. The scale will read the WEIGHT of the aircraft. If you wanted to determine accurately the MASS of that aircraft, you would need to factor in the local strength of gravity. I don't think officials want to know the actual mass of an aircraft – only that no aircraft exceeds a set value as recorded by a scale.

Therefore, should not the 8.1.8 definition be for WEIGHT rather than MASS?

Below the exact article of the General Section:

MEASUREMENTS, CALCULATIONS, AND MARGINS

MEASUREMENTS

MASS: mass shall be determined using scales and methods approved by the Air Sport Commission concerned. The take-off mass of an aircraft shall be its total mass at take-off including flight crew.