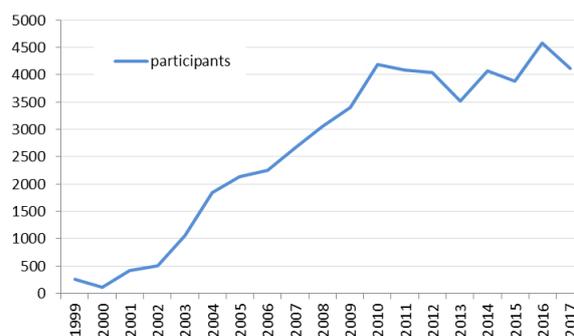
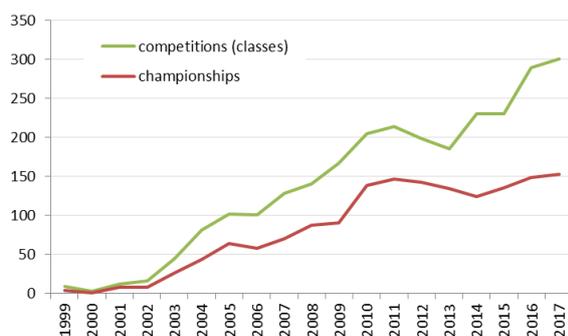


REPORT 2017 IGC RANKING LIST, ANNEX D COMMITTEE

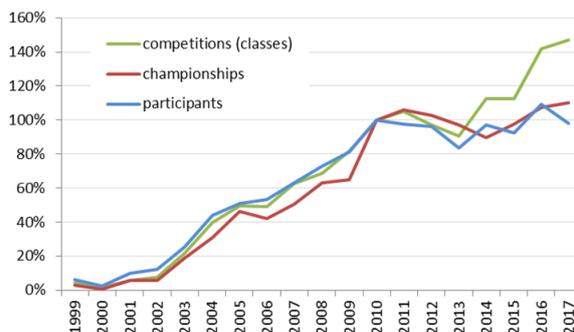


STATISTICS

In the 2017 season we had approximately the same amount of championships and participation as in the previous six years, the growth seeming to have levelled out in 2010.



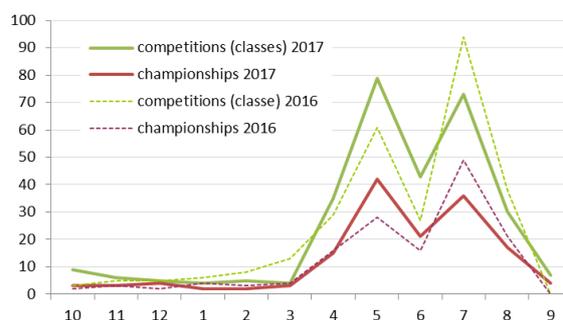
However, it appears that the number of individual competitions (i.e. the total amount of classes in all championships) still increases. In the figure to the right we show the relative change with the year 2010 set as the reference.



This means that while we have the same number of pilots competing in the same number of championships, they do so in more classes, which in turn each encompass fewer pilots on average than what used to be the case.

This development has a direct impact on the workload for administering the Ranking List: while a simple increase in pilots for the same amount of competitions (classes) would hardly be noticeable due to the automation of the tasks involved, the manual labour involved in collecting and uploading results increases with an increase in competitions (classes) or championships.

During 2017 we certainly had some occasions where we were lagging behind with adding results to the Ranking List, much to the frustration of everyone involved, including the RL staff.



This has also been due to the distribution over the season. The figure to the right shows that, predictably, most of the contests are run during the summer season of the northern hemisphere, with a clear peak in May and July (note that the diagram shows the start of a contest, which very well may start late in May and continue into early June). With much more results coming in for registration during the same time the Ranking List staff involved is out for some gliding of their own (or in any case vacations with the family) some delays in processing have been unavoidable. However, we have since then increased the net headcount of database-handling staff by 100% ¹ and are confident to return to normal processing times in 2018.

1) In addition to the RL Administrator who used to be the only person handling database-related tasks the RL Manager has been educated and now also serves as the assistant to the RL Admin. ;-)

PILOT PROFILE DOUBLETS

A major source of workload for the Ranking List staff and frustration for the pilots are double profiles. These doublets are created whenever contest scorers don't follow the instructions² and skip referring to a pilot's Ranking List id, either through negligence or to minimise their own workload. During upload the system then creates a new id for the pilot in question and assigns the ranking score to this doublet instead of the pre-existing profile.

Usually pilots first recognise this when they fail to qualify for their respective National Team and realise that results are missing from their Ranking List profile. The RL staff then needs to edit the results in the database manually and re-calculate the ranks for the season concerned – in major cases even go back to previous years. In 2017 we have seen many such cases, sometimes the ranking score from whole championships need to be manually reassigned and double profiles merged into pre-existing, which have taken away a significant amount of capacity for registering contest results.

Naviter has integrated the Ranking List into SeeYou Competition in a way that should make it close to impossible to miss selecting the correct RL id³. This has worked incredibly well and has reduced workload for everyone involved significantly. We have now also reached an understanding with the StrePla developer to integrate the Ranking List into scoring*StrePla in a similar manner and are hopeful to have this in place early 2018, which should reduce the workload even further, most prominently the amount of new RL profile doublets created.

UPDATING INFORMATION IN PILOT PROFILES

Nothing much to report, pilots are still not easily motivated to update their RL profiles with information about themselves, their sponsors, upload pictures etc. The infrastructure is there, but the content can only come from the pilots themselves.

OTHER DEVELOPEMENTS

The servers on which the IGC Ranking List is run experienced some brief hiccups in 2017 which all were resolved quickly thanks to the dedicated people running the FAI web page. Discussions resulted in a brief list of measures that should be taken proactively by the RL team in order to further reduce the attack surface of the system.

A bug in SeeYou wrongly attributing the ranking score always to the second pilot in two seaters has been identified and corrected.

In 2017 we have had four partners whose logotypes are prominently displayed on the Ranking List web page and a brief description is given on a separate page⁴. We hope to continue and expand this initiative⁵.

ACKNOWLEDGEMENTS

The IGC Ranking List has become a success thanks to the dedicated work of original developer and administrator Keith Nicholson and long-time RL Manager Brian Spreckley, whose tremendous efforts we gratefully acknowledge. Operating the Ranking List and keeping it a success through constant improvements is a labour-intense job and always less publicly visible than what it deserves to be. We are indebted to Paul Crabb for all his work as the RL Administrator.

Reno Filla

Manager of the IGC Ranking List
Chairman of the IGC Annex D Committee

2) <http://www.sgp.aero/igcrankings/competitions/instructions-for-scorers.aspx>

3) Apparently, some accepted the challenge and proved that "close to impossible" is not the same as "impossible". ;-)

4) <http://www.sgp.aero/igcrankings/partners/our-partners.aspx>

5) <http://www.sgp.aero/igcrankings/partners/partnership-opportunities.aspx>