

# PROPOSAL TO IGC PLENARY 2019

## Year 2 – proposed by Sporting Code committee

### *Simplify the declared 3TP distance task*

**Discussion:** Responding in 1993 to pilots seeking flexibility, the task we now call “3TP Distance” was the first Badge and Record task that didn’t require achieving TPs in declared order. It provides for (1) a maximum of three declared TPs achieved in any order, as long as at least one TP is achieved; (2) a start at release or by crossing the start line; and (3) a finish at landing, a finish fix or by crossing the finish line.

The Y1 proposal as approved would require declared TPs to be attempted in the declared order, with Sector OZ orientation not only based on the task as declared, but also fixed to that orientation for claim analysis.

These elements were based in part on a hypothetical flight via three TPs achieved in the declared order; but if minimal Sector penetration occurred at each TP with a course reversal to an outlanding, the entire task was invalidated. No member of our committee has seen such a claim, but we agree it is theoretically possible, particularly when an outlanding radically changes the direction of the final leg from the last TP achieved. We also believe this unusual problem is best addressed as outlined in our recommendations.

The Y1 proposal would not require crossing a Start or Finish Line, but the first and last leg lengths would be limited to no more than the lengths of first and last legs as declared. The committee does not support incorporating these elements into SC3 because no such distance penalty should apply when a start at release and/or a finish at a finish fix are claimed since both are permitted by the definition of the 3TP task.

#### **Committee recommendations:**

1. Retain the current task options for 3TP Distance, and
2. In the 1.2.6b definition of a Sector, add this note:

*NOTE: Refer to SC3C-2.5c & 2.1 for guidance on sector achievement methods and claim evaluation and SC3C-x.y (a new para) on how to use popular evaluation software to review the task as flown and determine the viability of (1) a Start at Release, (2) a Finish at a Finish Fix or at a landing.*