

# INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

Submit the proposal via email to IGC Secretary.

Date: December 28, 2018

Proposal submitted by: Belgium 10

This proposal is a:

Year-1	X	Year-2		Other	
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mark the boxes with **X** as appropriate

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

## 7.7 FINISHING

### 7.7.1 Definitions

~~Finish Point - is the midpoint of the Finish Line or center of the Finish Ring.~~

~~Finish Time - is the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.~~

~~Finish Fix - is the geographical coordinates where the glider enters the Finish Ring.~~

### 7.7.2 Finish Geometry

~~The Organisers shall select which finish geometry will be used during the contest. The Finish geometry selected for the Championship shall be stated in the Local Procedures. The choices are:~~

a ~~Finish Ring: A circle of specified~~ **15 Km** ~~radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Pilots can finish anywhere around the Finish Ring. They must also finish within the delta altitude given at the daily briefing and stated on the Task Sheet. Competitors crossing the finish ring below the minimum altitude or outside the delta altitude shall be penalized. This is a Ring, not a cylinder. There is no possibility to get a Finish from underneath!~~

b ~~Finish Line - A line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum altitude (MSL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum altitude, except straight in landings, shall be penalized.~~

~~Choice a. Finish Ring is to be regarded as the preferred finish procedure as it allows each pilot to slow down and concentrate on the landing procedures and other sailplanes prior to landing. Organisers should set up Minimum Finish Altitudes allowing pilots to safely rejoin the normal landing pattern of the airport. Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of finishing. If possible, separate Final Turn Points should be used for each class.~~

### 7.7.3 Validity of Finishes

a. ~~A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring. After crossing the Finish Line/Finish Ring the glider must land without delay, except in case of inclement weather.~~

b. ~~A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.~~

### 7.7.4 Finish Procedures

a. Competitors shall announce their arrival on the finish line frequency by giving their contest number and the distance to go. The acceptance reply will be the contest number. The Local Procedures shall state the procedure in detail.

Continue on the next page(s) if necessary

- b. The finish officials shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.
- c. The ~~finish line~~ or finish ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. Conditions for closing the finish at other times must be described in detail in the Local Procedures. Competitors still on task after close of the ~~finish line~~ or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closing time.

After finishing, pilots are expected to land as soon as possible, **except in case of inclement weather.**

**Type the reasons in the space below:**

The current Finish Procedure is stressful, dangerous and does not make sense. Crossing the finish line was the only spectacular phase spectators could witness from the ground of our competitions. Although pleasant, it was deemed too dangerous and was banned a while ago. So, why do we keep these mass straight in landings of overstressed pilots on overcrowded airfields. The Finish Ring at 15 Km, with a minimum altitude, will allow pilots to relax and come for landing in an orderly and safe fashion. The 15 km ring offers a lot more flexibility to finish than the current 1 or 3 km rings. It also allows a much bigger chance to get a safe finish in case of thunderstorms or inclement weather above the contest airfield. Furthermore, with the "Delta Altitude" stated at the morning briefing, pilots will be more spread out in altitude.

The "Delta Altitude" should considerably change some current leeching practices. Just another example, but there are many others: Admitting one such a pilot (we will call him Pilot X) has successfully spotted another good pilot (Pilot Y) he wants to follow. Pilot X is flying at the maximum start altitude for the day, 200 meters above Pilot Y when this one looks like taking a start. After 2 to 3 minutes Pilot X decides to follow Pilot Y. Pilot X pushes the event marker and starts. Pilot X will probably catch up Pilot Y a little lower at the first thermal, but now Pilot X must take in account those 200 m advantage he conceded at the start, meaning he will have to finish 200 m higher at the Finish Ring...

**Provide supporting data or reference to external documents for the proposed technical amendments in the space below:**

The minimum altitudes at the Finish lines at Ostrow and Hosin, last summer were particularly low, resulting in unsafe and very flat straight in finish where pilots were unable to see what was happening on the runway in front of them. Thankfully nothing really dramatic happened, but numerous pilots started their engine between the Finish and the landing in Hosin.

**The proposal should be applicable from:** As Soon As Possible

**Sporting Code Volume:** Annex A to Section 3 - Gliding  
**Version/Edition:** 2018 Edition valid from 1 October 2018  
**Heading of section:** 7.7 FINISHING  
**Number & heading of the paragraph:** 7.7.1 to 7.7.4  
**Page number(s) if appropriate:** Page 28

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**Approved Amendment (if applicable):**

**Final Wording of Proposal:**

Overall Votes Cast:  For:  Against:  Abstain:

ADOPTED: Yes:  No: