

INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

Submit the proposal via email to IGC Secretary.

Date: 30. September 2018

Proposal submitted by: Aero Club of Poland

This proposal is a:

Year-1	<input checked="" type="checkbox"/>	Year-2	<input type="checkbox"/>	Other	<input type="checkbox"/>
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mark the boxes with \times as appropriate

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

8.3.1 Championship Days

~~To – Marking Time (T) of the finisher whose $V_h = V_o$. In case of a tie, lowest T applies.~~

To – The lowest Marking Time (T) of any finisher. If the lowest T < Td then To = Td.

Type the reasons in the space below:

Many years ago, when the scoring formula has its origin, there was no AAT. It was assumed that the fully objective task is, when competitors fly for at least 3 hours. The meaning of time-related part of Pm calculations to prove that any finisher had to fly not less than 3 hours. So then max points are available. When the time is less there are less points available.

When AAT was developed, this calculation was adopted directly. But not always the best pilot has the lowest time. This produces situations when AAT in more tricky weather has more importance than RT in better conditions, contrary to scoring system principles.

Present system may cause aberrations when only few seconds in competitors time will significantly change task score. There was such situation in some Nationals: two competitors were ex-aequo 1st with tens of minutes of task time difference. If the one who had longer time flew only one second faster, the max. score would be more than 100 points greater! We see no reason for such difference.

The competitor should have the simple goal – to be as fast as possible and not to deliberate on whether to fly farther or faster.

Optionally formula may be even simpler - instead of To definition changing – for AAT task To = Td.

AAT task time is a good estimator of the task value. This expresses the task setter knowledge of the weather of the day. A practical rule applies - worse weather, more difficult to predict – shorter task time is set.

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

Simulation of the application of proposed rules can be found at <https://sailplane.racing/>

The proposal should be applicable from: October 2020

Sporting Code Volume: Annex A to Section 3 – Gliding

Version/Edition: 2018

Heading of section: PART 8 SCORING AND PENALTIES

Number & heading of the paragraph:

8.3.1 Championship Days

Continue on the next page(s) if necessary

Page number(s) if appropriate: 34

See the next page!

Approved Amendment (if applicable):

Final Wording of Proposal:

Overall Votes Cast: For: Against: Abstain:

ADOPTED: Yes: No: