



CIVL 2018 PLENARY – ANNEXE 25 PARAGLIDING COMMITTEE PROPOSAL – CLOUD FLYING
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Subject:

Maximum Start Height Penalty.

Purpose:

To remove the competitive advantage of cloud flying before the start and thus greatly reduce it.

When to use:

When there are clouds within a glide of the start, there is not already an airspace ceiling below the cloud base and therefore cloud flying has the potential to be an issue.

Proposal 1:

The Maximum Start Height Penalty is a check box and two numerical fields under Task Definition. The check box makes the penalty active.

The first field is the Maximum Start Height, as officially measured (whether e.g. GPS, barometric or pressure altitude). This height is set as part of the task each day based on the forecast cloud base and the default is 3000 m.

The second field is the amount of the penalty, with a default of 3 points per metre. This does not need to be changed unless it turns out to seem too high or low in practice.

Implementation:

The penalty is assessed the last time the pilot crosses the start before continuing on task. That is, in an entry start the last track point outside the start cylinder is checked and in an exit start the last track point inside the start cylinder is checked. If a pilot crosses the start more than once after it is open, the penalty is only assessed the last time.

Proposal 2:

Same as over but with...

Implementation:

The height is checked at the start time and if it is above the maximum, it is flagged for manual inspection of the track log according to the above criteria. This is likely much easier to code but much more labour intensive for the scorekeeper.

The case where a pilot is below the maximum at the start time but climbs higher and crosses the line too high after the start time seems not worth worrying about, at least in the testing phase.