CIVL Plenary - Lausanne 2009 – Annex 12
French proposals

Proposal 1

S7A Class 0 - § 2.6.3

Write the 1st sentence the same way as § 2.6.4 :

"A Task Advisory Committee must be formed and shall include a minimum of two pilots elected by the team leaders and a FAI Steward."

Reason : harmonization between 2.6.3 and 2.6.4 Transparency of the process.

Proposal 2

S7A Class 0 - § 9.4 / Local rule sample § 10.1

Replace this § by the following:

"Scoring will be done according to the Race scoring programme, version ..... using the ..... scoring formula. (5.2.1). GAP parameters will be discussed and decided at the first team leader briefing. The GPS map datum…"

Reason : Worried about bad weather, organisers tend to set very low parameters and sometimes define them beforehand in the local rules.

This proposal ensures the GAP formula is agreed upon by all, understood and used the proper way. The aim is to avoid short tasks with nobody at goal being scored 1000 pts, which might make a competition unfair. If the parameters are set high enough (according to the expected weather, gliders performances and pilots levels), such tasks would then be devaluated reasonably.

Proposal 3

S7A Class 0 - § 12.5.1

Replace the second paragraph by the following :

"The weight limit for all equipment (without glider), clothes and ballast is to be 20 kg. Weight can be measured at take-off… (the rest without any change)."

Reason : 25 or 28 kg gives an advantage to heavy pilots who already have theoretical advantages with the size of the glider. 20 kg (harness including one or two parachutes and ballast) is more reasonable for light pilots and for everybody's safety.

Proposal 4

S7A Class 0 § 15.5.4 To be discussed

Replace this § by the following :
“If a task is stopped, and a minimum of one and a half hour has elapsed since the first valid start taken by a competing pilot or at least one pilot is in goal, the task will be scored. Pilots will still be scored up to the point in time when the task was stopped, plus a distance corresponding to their height above goal altitude multiplied by 10 (±) and projected on the course to the next turnpoint. “

Reason : The current system makes pilots unhappy and lowers the value of a stopped task. With this proposal, the possible advantage of informed pilots, instead of being avoided by positions scored X mn before stop time, is avoided by converting their altitude in distance. This way, an informed pilot already on glide gets (nearly) no advantage on his last gaggle still climbing. The task scores with X more mn, thus gets more value, and is closer to what the pilots really flew.