

SC3-Gliding 2016 Aanpassingen (per 1 Oktober 2016).

In het kort:

1. Flowchart voor een verzoek tot aanpassing van de code is vervangen door een tekst met dezelfde strekking.
2. Een gesloten driehoek via 2 of 3 keerpunten moet in de gedeclareerde volgorde gevlogen worden.
3. Als er meerdere datarecorders gebruikt worden, moeten alle recorders gecontroleerd en genoteerd worden op het declaratieformulier.
4. Er zijn geen sleep, lier of landingsverklaringen meer nodig.
5. Hoogte verlies correctie voor afstandsvluchten:
Voor vluchten van 100km of minder. Een vlucht is niet geldig als het drukhoogteverlies tussen start en finish meer is dan 1% van de afstand (of 1% van de afstand minus 100m van het GPS hoogte verschil).
6. Een snelheidsrecord over een driehoek mag aangevraagd worden voor de gedeclareerde afstand en elke kortere driehoek die voldoet aan de criteria voor beenlengte voor die kortere driehoek.
7. Als een record of brevetvlucht begint in het buitenland dan zal de NAC van het gastland de vlucht controleren en mag deze controle delegeren aan een Nederlandse Sportcommissaris. Deze sportcommissaris mag de aanvraag rechtstreeks sturen naar de Nederlandse NAC ter afhandeling.

Uitgebreid:

1. Flowchart vervangen door de volgende tekst:

SC3 1.0.3

A proposal for an amendment to the Sporting Code or its annexes must be submitted to the IGC Bureau at least six months prior to the next IGC Plenary meeting. A proposal must refer to the paragraphs affected and give reasons for the amendment. It is preferable for the proposed change to be in the format of the Code.

Any substantial change is effective on 1 October following the IGC meeting at which it is approved, except that if it has flight safety implications, the Bureau may approve it prior to the IGC meeting. A simple clarification to the Code becomes effective on 1 October following approval by the Bureau. In either case, the amended Sporting Code is then placed on the FAI web site at <www.fai.org/gliding/sporting_code>.

2. Extra restrictie toegevoegd:

SC3 1.4.2h.

TRIANGLE

A CLOSED COURSE via 2 or 3 declared TURN POINTS **flown in the sequence declared**. When 3 TURN POINTS are used, the COURSE distance is the sum of the legs between the TURN POINTS.

3. Drie extra paragrafen toegevoegd om aan te geven dat meerder recorders genoteerd moeten worden.

SC3 2.2.6

Allowed use of flight recorders

In-flight data must be from an FR approved at level 3 ("Diamonds") or higher, or the "controlling NAC" (see 4.1b) may approve use of a Position Recorder (PR) for Silver or Gold badge flights as in 2.6. Diploma flights require a Level 2 FR ("All Badges & Distance Diplomas") or higher.

When more than one FR/PR is on board the flight, only those units selected by the pilot for use and which have been inspected ("controlled") by an OO shall be used for flight claim evidence. The OO shall note the type and serial number of each controlled FR/PR.

SC3 2.2.7

Official Observer duties

Pre-flight control of duration & height flights excepted, OOs shall perform all pre- and post-flight control actions and review related to a badge claim, following applicable SC3 rules and FR/PR Approval Document procedures. This may be done by more than one OO.

SC3 3.5

FLIGHT EVIDENCE REQUIREMENTS

When more than one FR is on board the flight, only those units selected by the pilot for use and which have been inspected ("controlled") by an OO shall be used for flight claim evidence, and the .igc file from each shall be analysed. The OO shall note the type and serial number of each controlled FR.

The igc-file must be from a controlled FR approved at the "all flights" level. The OO shall be familiar with the applicable approval document. Terms of approval for flight recorders are described in SC3B Chapter 1.

4. Text aangepast waardoor er geen sleep, lier of landingsverklaringen meer nodig zijn.

SC3 2.4.1

Time evidence

GPS time data shall be ~~used~~, substantiated by independent evidence confirming take-off ~~and landing times and locations~~. The 5-hour duration task may be flown with no FR or PR; ~~however~~, if it is ~~must be~~ under the continual attention of an OO, who shall control the task as given in 4.3.3.

SC3 2.4.2a.

RELEASE POINT

The release point (or MoP stop) shall be taken from the recorded in-flight data, ~~or certified by an OO or tow pilot/ ground launch operator for a straight distance flight (see 4.4.2e)~~.

As soon as possible after release, the pilot should descend or make a steep turn so the GPS data clearly indicates the release point. The release point shall be taken at the start of this descent or turn. See SC3C-10.8a

SC3 2.4.4a

Duration evidence

If a duration ~~badge~~ flight is done under an OO's continual attention, no FR/PR height data is required. ~~The release certificate shall also include release time and be signed by the tow pilot or ground launch operator for the flight.~~

SC3 4.3.3

Control of a duration flight made under an OO's continual attention

The OO must witness both take-off and landing and verify release time ~~and altitude MSL based on a tow release certificate from the tow pilot or ground launch operator for the flight~~, supplemented if as necessary by ~~the available evidence such as~~ flight logs maintained at the take-off and landing site ~~to confirm uninterrupted flight. (2.4.1 refers)~~.

5. Een textuele aanpassing. Strekking is hetzelfde.

SC3 2.4.5b

Loss of height adjustment for distance flights

For flights of 100 kilometres or less, ~~the flight is a soaring performance will be~~ invalid if the LoH exceeds 1% of the distance using barographic data or [1% of course distance minus 100m using GPS height data.

6. Extra tekst toegevoegd te verduidelijking.

3.1.6b

Speed records

Triangle Speed Course as in 3.1.5g with distances of 100, 300, 500, 750, 1250 km, or greater multiples of 500 km. ~~A record may be claimed for the declared course and any shorter triangle in compliance with the applicable leg length requirements.~~

7. Verduidelijking wanneer een sportcommissaris op mag treden in het buitenland.

Nieuwe tekst 2016:

b. *CONTROLLING NAC* When a record or badge flight originates in a country other than that of the organising NAC, the NAC of the host country shall control the flight and may appoint OOs of the organizing NAC to act on its behalf if it so chooses. If allowed by the controlling NAC, the OO may forward the completed claim directly to the organizing NAC.

Oude tekst 2015:

b. *CONTROLLING NAC* When a record flight both originates and terminates in a country other than that of the organising NAC, the local NAC is known as the controlling NAC, which shall control the flight by authorising the OOs involved. If necessary, and/or if so requested by the organising NAC, a controlling NAC shall also provide control of record flights either originating or terminating in its country.

Namens de CSZ.