Proposal from Germany

Sc3a 7.7.2 Finish Options Finish Ring:

Section A

Proposal:
A circle of 4km Radius around the airfield central reference point or
a circle of 3 km Radius around each threshold of the runway which will be used for direct landing during competition

Reason:
In case of a long runway and a reference point of the finish ring centered on mid runway can leave a much shorter distance than 3 km from finish ring to threshold of runway; therefore either larger radius or reference points of finish rings centered at runway thresholds.

Section B

Proposal:
The min. finish ring altitude is 50m above launch altitude (reference QNH at launch)
Distance and duration of a flight performance is measured at crossing of the finish ring.
Speed points are only given if the pilot reaches the threshold or more precise, the contest site boundary. Landing beyond finish ring and before reaching contest site boundary is treated as out landed at finish ring (max. distance points).
Competitors crossing the finish ring below the min. finish ring altitude and reaching the contest site boundary, shall be penalized.
The finish ring min. altitude can be set higher if the special approach situation of obstacles, living areas, crossing of public roads and others make it necessary.
Straight and direct landing on runway after crossing finish ring is strongly recommended. Flying traffic pattern after crossing finish ring needs special attention to direct approaching competitors.

Reason:
The goal of a task should always be landing on the airfield or more precise, within the contest site boundary.
Crossing the finish ring radius measures the performance of the competition flight in terms of task speed and distance.
Reaching the contest site boundary requires certain energy, meaning speed and altitude at crossing of finish ring which is some kilometers distant.
Therefore, full distance points are given when crossing the finish ring and speed point are only given when crossing the contest site boundary; minus any penalties in case min. finish ring altitude is not achieved minus any other penalties for dangerous flying or similar. By having the contest site boundary as the ultimate goal, the necessity of a higher min. finish ring altitude is not necessary and therefore concentration on making the min. finish ring altitude receives secondary priority. Anyway, a min. finish ring altitude of 50 m at approx. 3 km distance to the runway should be maintained as a safety buffer and to make sure that a continuous descent towards the runway can always be performed.
It is known that there are solutions like having a certain finish ring altitude for each class depending on their glide performance and depending on the wind situation. But this makes task setting for various classes even more complex and difficult for the organizer.
After crossing the finish ring the pilot can reduce speed and improve glide path, can drain water ballast, arrange with others when approaching in gaggles, set final landing configuration and perform landing with lowest level of stress as possible. This applies for pilots crossing finish ring with sufficient energy (speed and altitude) which is the majority of all pilots. Those pilots crossing finish ring with lack of energy for making the contest boundary site, have the same stress, never mind whether the contest site boundary or the finish ring itself would be the ultimate goal to gain speed points.
Straight and direct landing on the runway within contest site boundary must always be the primary goal of a task and finally it is the safer option than persueing any landing between finish ring and runway.