

2007 SSA Rules Committee Meeting Minutes

Houston Texas
November 17, 2007

In Attendance

A Dave Cole
927 Garret Willat
UH Hank Nixon
BB John Cochran
KM Ken Sorenson
X John Good (volunteer)

Election of Officers and Committee Appointments

RC Chair	UH-Hank Nixon
Secretary	927- Garret Willat
Rules Writer	X- John Good
Rules Change Summary	BB- John Cochran
Pilots' Opinion Poll writer	BB- John Cochran
Pilots' Opinion Poll publisher	AA- Aland Adams
Pilot Ranking List	2E- John Liebacher
Handicap Sub-Committee Chair	A-Dave Cole
Handicap Sub-Committee	Dave Stevenson
Handicap Sub-Committee	Dan Cole

Future Schedule

Date	Action	Assignee
11.24.07	2007 Meeting Minutes to committee	927
11.31.07	2008 Draft rule changes to committee	X
12.6.07	Rules Change Summary to committee	BB
12.13.07	Committee responses back to Chair	ALL
12.15.07	Publish minutes on SSA/SRA websites	UH
12.22.07	Publish Rules Change Summary on SSA/SRA websites	UH
1.15.08	Blue book cutoff date - documents transmitted to Hobbs	KM
May, July	2008 RC Election announcement	
Aug.,Sept.	2008 Pilot Poll announcement	
9.7.08	2008 Pilot Poll questions to writer...BB	
9.17.08	Draft poll to committee	
9.21	Poll to Aland for publication	
10.5-10.17	Poll closed	
11.15	2008 RC Meeting	

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Statement of Purpose

1. Purpose of Soaring Championships: Review the Purpose for Championships as stated in the Rules.

The purpose of a National FAI Class Soaring Championship is to determine a National FAI Class Champion and to measure the performance of all other entrants. Performance in Nationals will be used to provide a basis for pilots to qualify for entry into future soaring Championships, and to select pilots for the U.S. Team in International Competition.

The purpose of the National Sport Class Soaring Championship is to determine a National Sport Class Champion and to measure the performance of all other entrants. Performance in Nationals will be used to provide a basis for pilots to qualify for entry into future soaring Championships, and to select pilots for the U.S. Team in International Club Class Competition. Handicapping will be used to minimize the differences in sailplane performance.

The purpose of the Regional Soaring Championships is to determine a Regional Champion and to measure the performance of all other entrants in each class. Performance in Regional will be used to provide a basis for pilots to qualify for entry into future soaring Championships.

The purpose of a Regional Sport Class Soaring Championships is to determine a Regional Sport Class Champion, to measure the performance of all other entrants, and to provide an entry level for pilots new to competitive sailplane racing to learn the skills and procedures used in competition. Performance in Regional will be used to provide a basis for pilots to qualify for entry into future soaring Championships. Handicapping will be used to minimize the differences in sailplane performance.

These revisions reflect the subtle differences between the different types of championships.

2. Purpose of Handicaps: Develop a statement defining the purpose of the handicapping system.

- a. To equalize the racing performance of all sailplanes**
- b. To minimize the difference in sailplanes**

With all the different task speeds, climb differences, and types of gliders, no system can be perfect on all days and "equalization" is simply not possible. The objective of the work of the handicap subcommittee is to, as nearly as practical; minimize the differences in sailplane relative performance as they affect contest results.

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Contest Management

3. Albert Lea Contest

Poor contest management resulted in a number of complaints. Is there anything we can do to “prevent this from ever happening again”?

This affects and is controlled by the CD guide, not suited for a rule addition or change. If systems and procedures have been established and distributed to the pilots, they should not be changed without good reason and consideration of pilot input. The contest manager is in charge, the CD works for the CM. The contest manager needs to make sure any deficiencies that are present, are corrected. If a contest has deficiencies that are not satisfied the bid will be carefully looked at when the next bid is received. Not as a punishment to the organizer, but to correct and help new contest organizers and help everything run smoother in later contests.

4. Start Nationals One Day Earlier

By starting Nationals on Monday, contest organizers can eliminate one days worth of overhead costs and time commitment for contest personnel. On the other hand, that only leaves two travel days on the weekend before the first contest day which may be a hardship for pilots traveling coast-to-coast.

This does make it very difficult of pilots driving long distances, and those who cannot take the Friday off before the contest, adding another day-off from a limited vacation time. This has not been brought up by other contest organizers, and there does not seem to be a large support or reason to change the current schedule. We will consider an organizer request as a waiver, but there is no change to the rules. The poll did not support the change 2:1.

5. Allow Grid By Rows:

Gridding by row will now be an organizer option; X will work on wording in rules. Rows are used in European contests, grid positions are not defined by numbers rotating but rows that rotate. This helps with 3+ gliders wide, where the first one would go to the far side, the next glider in that row to show up would just be next in the row. This should make it easier for the few glider sites that have the available width.

6. More Out-of-Region Pilots in Regionals

Regionals give preferential entry to in-Region applicants, and some oversubscribed contests have little room left for out-of-region pilots. Suggestion is to change the preferential entry rules to allow more out-of-region pilots.

The "Super Regional" is formed. Organizers of a "super-regional" may choose 0-50% preferential entry slots for pilots from the region where the contest is being held, and

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there is no 5 pilot minimum for inverse seeding in sports class. Otherwise, the contest is run and ranked as a regional, including preferential entry deadline. A regular regional can be held in the same year as a "super-regional." Discussion of Parowan and Perry as contests that may want to take this approach.

7. Update Contest Forms

Suggestion is to remove unnecessary fields from contest entry forms, i.e., number of off-field landings, color of glider, flight recorder number.

Review entry form, completed by X, with help from Seaborn/Easton. Highest FAI Badge (greater than silver?), # of off-field landings, Aircraft: color, winglet heights, etc.

8. Sanction Fee Surplus For 2008

How should the sanction fee surplus be applied now that NAA fees have been reduced.

- a. **Reduce the sanction fee.**
- b. **Divert the excess to the US Team fund.**

The poll supported this change, but it is not for the rules committee.

Sport Class, Club Class

9. Club Class Team Selection

Suggestion is to select Club Class Team members from among those flying "club class" gliders at the Sport Class Nationals.

IGC list is not solid, changes over the years and from site to site, based upon the upcoming Club Class WGC. It includes gliders down to our 0.895 (DG500). So where do we draw the line? The poll supported around .90 (ASW-20)-1.14 (Standard Austria). One thought (0.90) is to exclude current 15meter FAI gliders. However this rules out a large population of sports class gliders and their pilots, while leaving in current standard class (Discus2, ASW28). There needs to be a population count based on gliders in the US competing, price, FAA registered gliders, and their pilots. It is a hard decision where to draw the line in the sand. Cochrane notes that he believes several well qualified pilots who own "modern" gliders, such as himself, will stay home instead of buying a Standard Cirrus to fly in this class. The topic of Club Class Team selection is really the responsibility of the US Team Committee. The Rules Committee will provide their input to the Team Committee. At the September meeting, the SSA Board approved new selections procedures for the Club Class Team. These new procedures, including the list of qualifying gliders, is on the US Team portion of the SSA website.

10. Handicaps and Sailplane Modifications

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Suggestion is that we should, as a general rule, revise handicaps for any and all modification to sailplanes to ensure that differences between sailplanes are effectively neutralized for every competitor.

The question is, what modifications are significant, what should be the basis for assigning an adjustment factor for each. Define significant modification. And where do we stop? The poll included comments that a Pandora's box may be opening.

After much discussion, the following was resolved:

- Mylar is free, venting free. Smoothing and profiling is free (if the same airfoil is used as the manufacture designed the glider.)
- If added after original production.1% adjustment for root fillets, 1% adjustment for turbulator tape, 1% for added winglets. This follows the UK and IGC approach and makes it easier for the organizers to administer.
- No charge for changing winglets if the glider was originally manufactured with winglets. Measuring the height of winglets is no longer required. This also follows other countries.
- If a glider was not originally equipped with winglets, the adjustment is 1%. This change is to make the task of establishing the glider handicap simpler for the organizers and resemble the simplicity of the UK and IGC.
- Span and Weight adjustments are not changed.

11. Handicap Change Timeline

Suggestion is to treat handicap changes like a "major" rule change, which is subject to a one-year delay in implementation. This would effectively give the pilot of a handicap-advantaged sailplane a two-year window to earn a spot on the Team after the handicap error is brought to light. 2 years is too long. The current system for sailplane handicap adjustment at the end of the season was favored on the poll. No correcting handicap during the season, we wait until winter.

12. Giltner Sport Class Comments

Suggestions generally focused on

- Limiting handicap adjustments only to factors of known significance, i.e., weight, winglets, and span.**
- Establish a handicap change timeline.**

This is addressed in 10 and 11.

13. Evaluate Handicap Adjustment For Weight

Suggestion was to return to the former handicap weight adjustment system. The charge is that the recent change gives an advantage to "lightness".

The current system used at nationals is adjusting up and down based on weight. We like the system as it was adjusted last year. No Change

14. Sport Class Maximum Weight

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Suggestion is to revise the wording of Sport Class rules to remove confusion between “maximum handicap weight” and “maximum gross weight”.

Removed the 750kg limit, this has been waived at contests, and we feel the following is better worded to eliminate continuous waivers. Motor gliders over 750kg must be prepared to self-launch. 6.8.1.1, due to towplane limitations at contests.

15. WinScore Handicap List

WinScore includes a handicap list with its installation package. Using an updated list requires that the list precisely match the name used by Winscore. Our file names do not match.

- Change file name from from chxxxx, to SSAAyyHandicaps.txt, Carl Harold would like his name out of the file.
- A-current list is no longer consolidated (Discus a,b,cs....)...next several months will have new handicap lists.
- Seniors 1st of March handicap list must be completed for them.

X will work with Guy Byars.

16. Sport Class Team Entries

Suggestion is to clarify the number of pilots that may enter a Sport Class contest as a team (and still earn seeding points).

Concern expressed that max size of team is not specified. There could be so many team members that each member doesn't get sufficient experience to justify being added to the PRL. Probably not a practical problem, we are unaware of any past problems. Decision is to change the rules to limit the number of team members to 3.

Participation Requirements

17. Towplane \$1M Liability Insurance

The SSA Board has resolved to require proof of \$1M Liability insurance coverage for all towplanes used in sanctioned contests. A rule needs to be written for this, and some consideration needs to be given to how a contest organizer can make a determination of proof of insurance. X will follow SSA BOD minutes.

Word must get out now!!!

Create form for tow pilots to sign saying they have the proper insurance.

18. USAF Academy Entry Requirements

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Establish rules regarding participation of US Air Force Academy Cadets in sanctioned contests. Of concern are:

- a. Preferential entry treatment**
- b. Date of application**
- c. Lack of a civilian private pilots license**
- d. Lack of required experience**
- e. Proof of \$1M liability insurance**
- f. Supervision by a responsible officer**

Sports class regional requirements:

- Private license or military equivalent
- Silver distance must have been completed.
- Each pilot must be SSA member.
- All pilots will be treated as Region 9, region where the USAFA resides.

Nationals:

- Must meet all entry requirements:
 - Including FAA license
 - be on PRL
 - Completed silver badge, etc...

Team Flying

19. US Team Pilots and Team Flying

Suggestion is to allow US Team pilots to practice team flying at Nationals or Regionals for an upcoming WGC.

- a. They could use a personal band "walkie-talkie" so nobody would be able to listen in and 123.3 would still be monitored.**
- b. They would be scored as guests and their ranking would not change.**

Rule will allow selected US team pilots to team fly as guests, and communicate on a discrete frequency ("walkie-talkie" preferred), however they must monitor 123.3 as other competitors. In subsequent e-mail discussion it was decided that an additional waiver must be provided to demonstrate how those US Team pilots are going to work with the organizers in an effort to not "stink up" the show.

20. Allow Team Flying In SSA Contests

Suggestion is to allow team flying among competitors at all sanctioned contests. This would allow mentoring of new pilots and could encourage their participation. On the other hand, it could discourage new pilots who would find it impossible to compete with established teams.

The poll did not-support the use of communication between pilots at any contest, except as discussed in 19 above. There have been reports of team flying, however monitoring is very difficult. Flight traces have been seen to look suspicious, reported mic clicking and rolling out of gaggles together, rumor of "walkie-talkies" in cockpits. If caught pilots are faced with an unsportsmanlike conduct penalty.

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Motorized Sailplanes

21. Motorized Sailplanes In Nationals

Suggestion is to allow motorized sailplanes to compete in our 15M and Standard Nationals, which are the only classes (along with the World Class) in which we do not permit the use of motorized sailplanes. Motors are allowed in FAI Championships, and some say we are behind the rest of the competition world on this change.

We do not see the rationale for allowing in 18meter/Open class but not allowing in 15meter/Standard. Motor gliders are becoming more popular, more pilots are going to contests without crews and this helps the organizers with the possibility of less workload upon land-out days. Some feel that the advantage of going into unknown terrain is there, however wing-loading plays a role on those weak days. 4 to 1 vote (UH noted as against)...in favor, we feel this is a major change, so it will take the normal 1 year delay before implementation.

22. Sustainer Engine Run After Launch

Suggestion is to revise the rules to allow (or require) sailplanes with sustainer engines to run their engine briefly after release from tow in a manner similar to what is allowed (or required) of self-launching sailplanes.

We permitted this during previous year by waiver. Rules are similar to self-launchers, sustainer engine run as part of their normal launch procedure.

Start & Finish

23. Start At Cylinder Exit

Suggestion is to revise the rules to establish a pilot's start point at the exit from the start cylinder.

- a. The simplest implementation of this is to give each pilot a start at the *start fix* as defined in Rule 10.8.5.3**

Poll is in favor of the change, reduces gagging, allowing those that wish to attempt to escape, without a penalty in distance. There are possible unintended consequences (10.8.2 and 11.2.2.7.1), min distance, last fix vs most advantageous start. Time limited tasks and min distance flights have problems with last fix. Starting from the back of the cylinder for a most advantageous start fix leads to problems. Plus everyone still follows KS. BB and A are working on wording that will past muster with RC. Regional contests will be tried first and use the normal rules change process.

24. Safety Finish

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The use of the safety finish at Caesar Creek produced reports of several incidents of unsafe flying. As a result, some commenters believe the safety finish is fatally flawed and needs to be fixed.

We do not have a better solution at this time. The safety finish worked...but we have identified a need for better education for pilots and contest officials on the use and implementation of the safety finish. An explanation of the Safety Finish should be added to the Rules Appendix. CD's should discuss this at pilot's meetings whenever there is a possibility of it being implemented.

Finish Line VS Finish Cylinder

Suggestions are to evaluate the mixed use of the Finish Line and Finish Cylinder, and to establish guidelines for the use of a Finish Line. Rules change to not allow mixing of the line and cylinder at the same contest. Pros and cons discussed again, but all felt that both types should be allowed while pilots still want both types.

25. Clarify Finish Cylinder Rules

Suggestion is to clarify what a good finish is for a Finish Cylinder. Apparently the rules do not clearly indicate that you can climb above the bottom of the cylinder after entering it below the top and receive a good finish.

Written rule text: 10.9.3.3 The Finish Point, radius, and minimum height define a three-dimensional Finish Cylinder. A finish occurs when a sailplane enters the Finish Cylinder; at least one fix must lie within the cylinder. The finish time is taken as the interpolated time the sailplane first entered the Finish Cylinder.

We see no reason to change the wording. It is clear that you can get a fix from entering the side or bottom.

26. Finish Cylinder Penalty

Suggestion is to apply a graduated penalty for missing the bottom of the finish cylinder.

Up to 100 feet low = 5 point penalty

Up to 200 feet low = 10 point penalty

Up to 300 feet low = 15 point penalty

Up to 400 feet low = 20 point penalty

Rolling finish = 25 point penalty

Rules change: Penalty for being below the finish height is 2 pts/10 ft. minor. This eliminates the rolling finish for the cylinder finish. Pilot must still land at the airport. Rationale for the change is that the graduated penalty improves safety by allowing the

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pilot to focus on landing rather than on getting the finish height just right and also eliminates any motivation for the pilot to dive to the landing when attempting to minimize the rolling finish time penalty. Further e-mail discussion decides that we keep the wording of the finish being a fix, which is most favorable.

27. Flexible Launch Drop Zone

Suggestion is to allow the CD to change the drop zone during the launch if conditions require it. The current rule state: Towplanes will tow at 80 miles per hour (unless otherwise requested) in a pre-selected pattern to an altitude of 2000 feet AGL (or as specified by the CD).

CD already has that power. CD Guide will reflect this regarding rule 10.6.2.9

Tasking

28. Evaluate Task Types And Possible Changes

Guide TAT....CD is advised to be creative, currently covered in CD guide.

29. Actual Speed For Under-time TAT

Suggestion is to credit pilots with their actual speed when the distance flown on a TAT is at least 90% of the maximum distance.

We continue to see occasional big TAT under-calls, winners hitting the back of the cylinders and finishing 15 minutes early. Suggestion that in this situation pilots should get credit for actual speed, so we don't waste a day with a big tie, or cap the top pilots' speed. We had a long discussion how to do this without introducing lots of calculation and strategy. RC settled on the idea that pilots start to get credit for under-time at 85% max distance, with full credit for under-time at 95% distance. Pilots should then just do a good job of going to the back without delicate geometry or lots of calculation.

Rule change for 2008 Regional then poll for nationals. This will need to be clearly explained so pilots can be prepared!

30. Nationals No Water Day

Suggestion is to offer the CD the same option for a no-water day in a National contest that is now allowed in Regionals.

Current rules allow if pilots are unanimous. Nationals are selecting for WGC, and the affected pilots should be given the option to say "no" to a no water day . We will poll pilots in 2008, but no change this year.

31. Second Task Attempt Without Landing

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No change: Proposal was to eliminate the current requirement to land at the airport for a speed finish. This has two effects: 1) allows a second task attempt without landing, but could promote a hard push after a finish to get another turn on a MAT without the risk of no-speed points if a land-out occur. 2) Allows a landing at another site if landing not possible at the home field. By the end of the meeting the idea was in favor, however, in later e-mail discussion it was decided to not make any change to the current rule.

32. Reduce TAT Size As Replacement for AST

Suggestion is to allow TAT cylinders as small as a 1-mile radius, which would allow the TAT to replace the AST.

They are different tasks, no change, no support for this change. AST is still large part of tasking in WGC.

33. TAT With Small Circles For Sports Class

No change, possibility is there already. With a large spread on the circles and a short min-time, this essentially turns the task into an AT. This only works fairly if all the gliders are of similar performance.

Scoring

34. Combined 15M-STD Regionals

This was approved by the RC last year, but did not get included in the rules re-write.

BB screwed with the rules again... we are blaming him as he is the new guy. It was accidentally omitted from the rules in 2007, sorry. Reminder for WinScore to have this option added, and word to get out to organizers.

35. WinScore Distance Calculations

The increase in maximum distance points was approved by the RC last year.

Change the 400 to 600 for max dist points. Also, some reports that WinScore is not giving credit for landout distance which is less than half the min distance when an actual landout occurs and is scored differently than a constructive landout (should be no difference). We need some test contests to run through WinScore. This is a time consuming exercise. X to look at this.

36. MT and MT15 Scoring

Does MT and MT15 scoring work as intended? Francois Pin asked, "How come on this year's scores for MAT and TAT are people shown as under time with MT and MT15 get assigned a speed GREATER than their actual distance (as

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posted on the score sheet) divided by the minimum time for the task? Is there something new in this year's rules that I don't understand?

You get 10% of your speed for your undertime...Its been in the rules at least 4 years. The program is working correctly.

37. Airport Landing Bonus Missing

Karl Striedieck reported: The amount (25 pts) is missing from the sport regional rules. The bonus and amount is mentioned in the Sport Nats, FAI Nats and FAI regionals and a bonus is mentioned in the Sport regionals 11.3, 11.6.10 but the amount is missing.

11.4 is not applicable 11.4.3, but we missed the fact it is not in there. Will be fixed by X.

38. Preliminary-Unofficial-Official Scores

Suggestion to change the schedule for publishing scores (again). This was changed last year.

39. Publishing Contest Scores Online

Complaint that contest scores are not always published online in a timely manner, including the comment "...it's crazy to not be able to get the stuff uploaded. I don't know what the problem is, but it should be easy to remedy, I would think."

It's a volunteer thing; there are no paid professional scorers. Everyone is doing the best job they can, if you feel it is not adequate...volunteer next year. Some scorers look at dinner more importantly than others.

Flight Loggers

40. Flight Log Security

Suggestion is to clarify what is acceptable with regards to flight log security, especially in so far as it pertains to US Team selection and how the use of a secure flight recorder is reported by the scorer.

Make the system reflect what is actually going on. Model 10, 20, 25 ok, because grandfather in. "have been determined in the past to be secure." If a pilot is found to tamper with his/her files it will be thought of as an unsportmanslike conduct penalty.

Rules change in flight log security requirements. We will now have 4 levels of security:

- Sports Regional: allow anything, including PDA based gps such as Winpilot.
- FAI Regional: No pda-based loggers. This is the current rule – no change.

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- Nationals: As written – no change. Now enforce. CAI loggers must be sealed. There have been many pilots flying with CAI loggers with the “seal broken”. This is no longer allowed.
- US Team: IGC secure – no change. Team Committee is responsible for determining whether team points were properly earned with an approved logger.

41. Flight Log Evaluation

Suggestion is to clarify the use of a flight logger calibration trace to improve one's score. Wording is not good on 6.7.4.1. it has to do with the uncertainty. Inaccuracy is there, we should always bias the better outcome for the pilot.

No change to 6.7.4.3. A consensus is Calibration data may apply to correct the recorded altitude.

42. Multiple Flight Logger Use

Suggestion is to clarify the use of a second flight logger to improve one's score.

You can use the most favorable (best scoring) complete log file. No limit on number of loggers a pilot may carry.

43. Antares ENL Recording

It was brought our attention that ENL recording, which is commonly used to identify the use of an engine in-flight, may not identify the low noise level of the Antares electric motor.

Piolt must provide a flight log to the scorer to demonstrate that the ENL works. Pilot and scorer must work this out.

Electronic Weather Data

44. In-Flight Weather Data

Suggestion is to eliminate the prohibition on the in-flight use of electronic devices that report weather data, since we cannot police their use. Weather depictions are now commonly available on cell phones and GPS navigation receivers.

Poll did not support this. Continue to prohibit. Bring to attention of CDs. Do cockpit checks.

Communications With Pilots

45. Getting Our Message Out

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We didn't do as good a job as we should have this year in communicating with pilots, particularly with regards to the RC Election. How can we improve? The magazine is clearly too far behind the speed of communications today, and we need to put more immediate processes in place.

- Magazine
- stick to our plan
- SSA website
- R.A.S.
- SSA newsletter, we have a presents there...
- RC webpage on SSA?
- Seaborn may be able to compile e-mail list from online registration.

46. SRA or SSA Poll?

We continue to call our opinion poll the SRA Poll, but it is really and SSA Poll. Should we change the name?

SSA Competition Pilot's Poll. It's not really the SRA poll, it is conducted by the SSA Rules and Team Committees.

48. Decision to fly into weather:

Should be lead item in safety...judgment to fly into weather and rough terrain is solely up to the pilot in command.

49. Mix regional and nationals:

Leave as option in order to ensure contest viability. We understand that problems came up at Albert Lea related to this, but it has been done successfully many times, including this year at Hobbs.

Fill up Nationals first. After preferential deadline, vacancies go to Nationals standby list first.

Decisions are to favor the National in all matters. Regional is effectively second class.

50. Should class rotate at launch:

Sometimes it makes more sense to not rotate. Sports Regional launched first every day might be good idea due to no water ballast. CD option. Be fair.

51. Should contention pilots be task advisors:

No change needed

52. Tow Plane talking too much:

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Towplanes should be on the contest frequency but please keep chatter down

53. Responsibility of guest pilots:

Guest flies at the pleasure of the contest organizers. Fees & forms. Guest can be asked to leave for any reason. Guest must comply with the rules, except those that are determined between the pilot and CM. After further e-mail consideration it was decided to require a waiver from the RC for all rule exemptions.

54. Start cylinder max height:

Pilots reported orbiting in / near clouds before start, and starts at/in clouds. Add to CD guide suggestion that start height should be below cloudbase, with target of at least 500ft, but terrain must be considered. CD may set a height on the task sheet and then raise height without roll call.

55. Overseer of accident reports.

Forwarded to BB for analysis.

56. Financial reports-

KM project

57. Canceling a task in progress:

This was a very long discussion, including the evening before when we
> all arrived in Houston. There were comments for and against this idea
> of having a CD be able to cancel the task once it has been opened.

> >

> The most important objection was that putting an option for the CD to
> call off the task explicitly in the rules could make the CD feel an
> obligation to do so and feel an unwarranted responsibility for
> in-flight safety decisions that must fundamentally remain those of the
> pilot.

>

> We all agreed that safety decisions always fundamentally rest with
> the pilot. Any pilot CAN and SHOULD stop a flight any time that he/she
> becomes concerned for safety reasons. We need to emphasize this.

>

>

END