

SSA RULES COMMITTEE 2012 COMPETITION RULES - PROPOSED CHANGES

This document contains the text of rules changes recommended by the SSA Rules Committee for implementation in 2012.

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When appropriate, letters in brackets indicates the “level” of a rule, as follows:

- N – National FAI class
- R – Regional FAI class
- S – National Sport class
- X – Regional Sport class
- RX – Regional FAI and Regional Sport class

Note that R and S “inherit” rules from N, and X in turn inherits from S.

1. Insurance Requirement Changed

Language added (bold underline italics) to clarify insurance requirement.

- 5.5.3.1.5 Present proof of insurance applicable to the registered sailplane and pilot(s), effective through the final scheduled competition day, showing coverage of at least one million dollars (\$1,000,000) per occurrence for bodily injury and property damage liability, **with no reduction in coverage for persons outside the insured sailplane.**

2. Retrieve Office Required

The Retrieve Office, essential duties and pilot support responsibilities are now codified.

- 3.1.7 Retrieve Office
- 3.1.7.1 This is a single person or a small group that keeps track of pilot landings and coordinates retrieves (both by trailer and aerotow) for pilots that land away from the home airfield. The Retrieve Office is supervised by the Contest Manager.
- 3.1.7.2 On each official practice day and all competition days it shall be the duty of the Retrieve Office to ensure that all pilots who have made a contest launch are accounted for after landing. Pilots are required to assist in this accounting under the provisions of Rule 10.10.1.1 and Rule 10.10.2.2. The Retrieve Office will stay open until all pilots are accounted for or until an announced cutoff time, whichever is later. If the Retrieve Office is informed of a crew-pilot rendezvous problem, it will stay open until told the problem is resolved.
- 10.10.2.3 (Moved to rule 3.1.7.2)

3. Minimum Scheduled Days for a Regional Contest Reduced

This allows regional contests to be scheduled for a shorter period (e.g. a long weekend). No change is made to the minimum number of days for the contest to be valid (2 days).

- [R]4.2 The period of competition shall be specified by the contest organizers on the Application for Sanction form, in accordance with the following:
- [R]4.2.1 For a Super-Regional contest (Rule 5.1.2), from five to ten consecutive days.
- [R]4.2.2 For other Regional contests: from three to seven days, in not more than three periods.

4. Maximum Variable Entry Tow Fee Increased from \$48 to \$52

This reflects the higher fuel and towplane operating costs. Note: the RC strongly prefers and encourages the use of the variable entry fee model (fixed fee plus tows), especially for itinerant contests.

- 5.4.2.1 Entry Fees
- [N]5.4.2.1.2 The maximum variable entry fee shall be \$300 per entry plus \$52 per aerotow.
- [RX]5.4.2.1.2 The maximum variable entry fee shall be \$200 per entry plus \$52 per aerotow.

5. Multiple Handicapped Classes in Regional FAI Class Contests

A contest may now include multiple handicapped classes conducted under FAI Class Rules. This was available by waiver for 2011 and is now recommended for adoption in 2012. The combination of FAI classes with a 2% handicap for the lower class is dropped.

[R]5.7 Competition Classes

[R]5.7.1 Regional FAI-class competitions may include one or more of the classes described in Rule 6.12, as selected by the contest organizer on the Application for Sanction form.

[R]5.7.2 In addition to separate FAI classes, handicapped classes can be included as follows:

[R]5.7.2.1 Entries to a handicapped competition class can be restricted based on criteria specified by the contest organizers on the Application for Sanction form. Possible criteria include (but are not limited to) one or more FAI classes, maximum wingspan or a handicap range (or a combination).

[R]5.7.2.2 The handicap ranges of competition classes may overlap.

[R]5.7.2.3 Competition classes can be labeled, promoted and tasked to appeal to pilots by skill level rather than or in addition to limitation on sailplanes.

[R]5.7.2.4 Gliders in a FAI handicapped class shall be assigned handicaps from the SSA Handicap Table based on the glider's reference weight, without adjustment for actual flying weight.

~~[R]11.2.3.6 For a sailplane competing in a Combined 15-Meter/Standard Class (Rule 5.7.2.1) that meets the requirements for Standard Class, scored distance is multiplied by 1.02.~~

~~[R]11.2.3.7 For a sailplane competing in a Combined 18-/15-Meter Class (Rule 5.7.2.2) that meets the requirements for 15-Meter Class, scored distance is multiplied by 1.02.~~

~~[R]11.2.3.8 For a sailplane competing in a Combined Open/18-Meter Class (Rule 5.7.2.3) that meets the requirements for 18-Meter Class, scored distance is multiplied by 1.02.~~

6. Multiple Handicapped Classes in Regional Sports Class Contests

A contest may now include multiple handicapped classes conducted under Sports Class Rules. This was available by waiver for 2011 and is now recommended for adoption in 2012.

[X]5.7 Competition Classes

[X]5.7.1 The gliders eligible to compete are described in Rule 6.12.

[X]5.7.2 A competition can include more than one handicapped class

[X]5.7.2.1 Entries to a competition class can be restricted based on criteria specified by the contest organizers on the application for sanction form. Possible criteria include (but are not limited to) maximum wingspan or a handicap range (or a combination).

[X]5.7.2.2 The handicap ranges of competition classes may overlap.

[X]5.7.2.3 Competition classes can be labeled, promoted and tasked to appeal to pilots by skill level rather than or in addition to limitation on gliders.

7. World Class Eliminated

Never having reached minimum participation levels, this class is recommended for elimination as a recognized National Championship class. This is done with a view toward the class being supplanted by a handicapped 13.5-Meter class (in which World-class gliders would compete), now being phased in by the IGC..Note that 13.5-Meter Regional Competition is available via waiver.

~~6.12.6 World Class~~

8. Finish Cylinder – More than 200' Low is Now a Landout

In order to remove any score-based incentive for pilots to attempt low finishes, entering the finish cylinder more than 200 feet below its base will now be scored as a landout. They will be scored as having outlanded at the time of the cylinder entry, and receive the same distance as a finish.

- 10.9.2 Finish Cylinder
- 10.9.2.1 A task shall include a Finish Point not more than 2 miles from the home field and a Finish Radius not greater than 2 miles.
- 10.9.2.2 A task shall include a Minimum Finish Height above the home field, set by the CD at least high enough that pilots who finish at or above that height can return to the home field for a normal pattern and landing. The Minimum Finish Height shall be communicated as its equivalent MSL altitude.
- 10.9.2.3 The Finish Point and Radius define a three-dimensional Finish Cylinder that extends from the ground to an unlimited altitude. A competitor is eligible for a finish time when a flight log shows a fix within this cylinder that is later than any control fix at a task turnpoint or turn area and the provisions of Rule 10.9.2.5 are met.
- 10.9.2.4 The cylinder entry time is the interpolated time the sailplane first entered the Finish Cylinder. The Finish Altitude is the interpolated altitude at the cylinder entry time.
- 10.9.2.5 The Finish Height Difference is the Minimum Finish Altitude (Minimum Finish Height converted to MSL) minus the Finish Altitude.
- 10.9.2.5.1 When the Finish Height Difference is not greater than 200 feet, the pilot is eligible for a finish time, at the cylinder entry time.
- 10.9.2.5.2 When the Finish Height Difference is greater than zero and less than or equal to 200 feet, a penalty (Rule 12.1.4.5) applies.
- 10.9.2.5.3 When the Finish Height Difference is greater than 200 feet, the task is incomplete. The distance of the final task leg shall be computed per Rule 10.9.2.7.
- 10.9.2.6 Communications moved to Rule 10.9.1.2
- 10.9.2.7 The distance of the final task leg shall be no greater than the distance from the control fix at the final turnpoint to the Finish Point, minus the Finish Radius

9. Radio Use when Finishing – Frequency Switch Procedure Changed

This change allows a frequency change at a distance that allows timely monitoring of CTAF or another local frequency when required by local circumstances.

~~10.9.1.2.4 When an alternate frequency is in use for landings (Rule 10.7.2.4), the "four miles" transmission of Rule 10.9.1.2.1 shall be made on both the contest frequency and the landing frequency; all subsequent transmissions shall be made on the landing frequency.~~

10.9.1.2.4 When an alternate frequency is in use for landings, pilots shall change from the contest frequency to the landing frequency at a designated distance greater than 4 miles from the finish point and make all subsequent transmissions on the landing frequency

10. Scoring Equations Nomenclature List Clarified

Alphabetical list of all terms used in the scoring equations.

11.3	Scoring Nomenclature
	BESTDIST Best Distance achieved (Rule 11.6.9)
	BESTSPD Best Speed -Greatest value of SPEED achieved by any Finisher
	BONUS Airfield Landing Bonus (Rules 10.10.3, 11.4.3)
	Contestant defined in Rule 11.1.1
	DIST Scored Distance (Rule 11.2.3)
	Finisher defined in Rule 11.1.2
	MAXTATDIST the maximum possible distance for a Turn-Area task, computed from the center of the start cylinder, less the start radius. If multiple start points are used, MAXTATDIST is computed separately for each start cylinder (Rule 10.8.4)
	MDP Maximum Distance Points (Rules 11.5.4, 11.6.7)
	MINTIME Minimum Flight Time, as declared by CD
	MSP Maximum Speed Points (Rules 11.5.3, 11.6.6)
	POINTS the calculated score (Rules 11.5.5, 11.5.6, 11.6.8, 11.6.10)
	SCR Scored Completion Ratio (Rules 11.5.2, 11.6.5)
	SMTT Standard Minimum Task Time (Rule 10.3.1.1)
	SPEED Scored speed (Rules 11.5.1, Rule 11.6.4) - applies only to a Finisher
	STF Short Task Factor (Rule 11.4.2)
	STOC Scored Time on Course (Rule 11.6.3) - applies only to a Finisher
	TASKDIST Task Distance - The sum of the lengths of all legs of the task
	TOC Actual Time on Course (Rule 11.4.1) - applies only to a Finisher
	UF Undertime Finishers - Number of Finishers whose TOC is more than 15 minutes under MINTIME
	UTFACTOR Undertime Factor (Rule 11.6.3.2) - applies to a finisher of a MAT or TAT whose TOC is less than MINTIME