

This document contains draft text of changes recommended by the SSA Rules Committee as the result of discussions at the annual Rules Committee meeting held in November 2017.

Recommended new wording is shown in blue. In some cases, current wording is shown in red.

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- Both Regional FAI and Sports

When this notation is absent, N is the default.

When a paragraph number is followed by a minus sign (“-“), that number is replaced by a bullet (“•”) in published versions of the rules. This is used to denote one item in a list of similar items.

Pilot demeanor

1.9 Contestant Conduct

1.9.1 In nearly all cases, contest personnel are unpaid or lightly compensated volunteers. As a condition of participation, pilots and crews agree to conduct themselves accordingly, treating contest personnel with courtesy and consideration. Failure to do so may be grounds for removal from the competition and exclusion from future entry.

This addition is a reminder that the contest are supported by volunteers

Volunteer acknowledgement

3.1.3.4 Pilots who serve as Competition Director are exempt from the requirement to pay a Sanction Fee for SSA-Sanctioned competitions they enter whose first competition day falls within a one-year period that starts on the last scheduled day of competition.

3.1.3.5 Pilots who serve as Competition Director are eligible for enhanced entry priority at upcoming SSA-sanctioned competitions, under the following provisions:

3.1.3.5.1 To be eligible, a pilot must serve as CD for an entire competition, and be listed on the SSA Pilot Ranking List.

3.1.3.5.2 The period of eligibility is from the end of the contest at which the pilot served as CD to the end of the next calendar year.

3.1.3.5.1 At one competition of the pilot’s choice, the pilot’s Ranking Score (Rule 5.3.1) shall be treated as 100.

3.1.3.5.4 To claim enhanced entry priority, an eligible pilot must notify the contest to which entry is sought and the SSA Competition Committee.

3.2 Extension of Entry Priority

A non-entrant who acts as a contest official named in ¶ 3.1 and who is listed in the SSA Pilot Ranking List is eligible for a one-year extension on that list. Such an extension must be requested of the SSA in writing and may not occur more often than once in three years.

3.1.3.4 – delete

3.1.3.5 – delete

3.2 Acknowledgment of contest volunteers

3.2.1 A non-entrant who acts as a contest official named in ¶ 3.1 is eligible for a one-year extension on the SSA Pilot Ranking List. Such an extension must be requested of the SSA in writing and may not occur more often than once in three years.

3.2.2 Pilots who serve as Contest Manager, Competition Director or Scorer are eligible for the following:

-3.2.2.1 exemption from the requirement to pay a Sanction Fee for SSA-Sanctioned competitions they enter for which first competition day falls within a one-year period that starts on the last scheduled day of competition.

-3.2.2.2 enhanced entry priority at one future SSA-sanctioned competition, until the end of the following calendar year. The pilot must notify the SSA Competition Committee and the contest to which entry is sought prior to that contest's Preferential Entry deadline.

3.2.3 To be eligible for the above, a person must serve as one of the officials described in 3.2.2 for an entire competition, and be listed on the SSA Pilot Ranking List.

This extends the CD's rewards (granted last year) to both the CM and the Scorer.

Contest fees

[N]5.4.2.1 Entry fees

5.4.2.1.1 Entry fees are structured as a fixed base fee plus an amount per aerotow. Unless otherwise approved, the maximum amounts shall be a base fee of \$300 and a cost per aerotow of \$55.

5.4.2.1.2 Organizers may require non-refundable pre-payment for a specified number of aerotows, the maximum of which shall be 4 fewer than the number of scheduled competition days.

5.4.2.1.3 The base fee may be increased to cover pre-existing local per-pilot fees that apply to all pilots (not solely pilots entered in a competition) who fly at the contest site, up to a maximum of \$25. Organizers must fully explain such local fees on the Sanction Application form.

5.4.2.1.4 Organizers who face local circumstances that increase costs are encouraged to apply (on the Sanction Application Form) for a waiver that requests increased fees.

5.4.3 The pre-paid aerotows of Rule 5.4.2.1.2 may be taken at any time during the period of the contest (Rule 4.0); aerotows taken after the start of competition for practice purposes are not included.

[R]5.4.2.1.1 Entry fees are structured as a fixed base fee plus an amount per aerotow. Unless otherwise approved, the maximum amounts shall be a base fee of \$200 and a cost per aerotow of \$55.

[R]5.4.2.1.2 Organizers may require non-refundable pre-payment for a specified number of aerotows, the maximum of which shall be 3 fewer than the number of scheduled competition days.

5.4.2.1 Entry fees

5.4.2.1.1 Entry fees are structured as a fixed base fee plus an amount per aerotow, as specified by contest organizers on the AFS form. If the fees exceed the following recommendations, pre-approval by the SSA Competition Committee is required.

5.4.2.1.2 The recommended maximum fixed base fee is \$300 for National contests and \$200 for Regional contests. This base fee may be increased by up to \$25 to cover pre-existing local per-pilot fees that apply to all pilots (not solely pilots entered in a competition) who fly at the contest site.

5.4.2.1.3 The recommended maximum aerotow fee is \$55. Organizers may require non-refundable pre-payment for a specified number of aerotows, the maximum of which shall be 3 fewer than the number of scheduled competition days for Nationals and 2 fewer than the number of scheduled competition days for Regionals.

5.4.3 The pre-paid aerotows of Rule 5.4.2.1.3 may be taken at any time during the period of the contest (§ 4.0); aerotows taken for practice purposes are not included.

This simpler fee structure explicitly allows organizers to set contest fees, with approval required when they exceed specified guidelines.

Practice period

N4.1 The period of the contest shall include the official practice period and the period of competition, as specified by contest organizers on the AFS form.

4.1 The period of the contest shall include all scheduled competition days, as specified by contest organizers on the Application for Sanction form.

This change means that both for National and Regional contests, the practice period is unofficial. Treating this the same for all competitions makes combined Regional and Nationals easier to manage.

Pilot's kit

5.6.4 Pilot's Kit

At registration, each entrant will receive a package of contest-related information and documents, as follows:

5.6.4 Pilot's Kit

At registration, each entrant will be provided with the following contest-related information and documents. These may be supplied in printed or electronic form, at the discretion of contest organizers.

This makes it clear that these items can be provided in electronic form.

20-meter class

5.7 Competition Classes

National competitions are held in the following classes:

- Open Class (¶ 6.11.1)
- 18-Meter Class (¶ 6.11.3)
- 15-Meter Class (¶ 6.11.4)
- Standard Class (¶ 6.11.5)
- Club Class (¶ 6.11.6)
- Sport Class (¶ 6.11.7)

6.4.3 Two pilots in a multi-place sailplane are not a team entry unless team entries are allowed and the specific provisions of ¶ 5.2.2.5 are met.

6.12.2 Multiseat Class

6.12.2.1 Nominal wingspan is 20.0 meters.

6.12.2.2 Sailplanes must accommodate at least two adults, and at least two seats must be occupied during each contest flight.

6.12.2.3 No-ballast rules shall apply (Rule 6.8.3).

6.12.2.4 Sailplanes are assigned a handicap from the SSA Handicap List; the maximum handicap shall be 1.20.

6.12.2.5 This class is used in Regional but not in National contests.

5.7 Competition Classes

National competitions are held in the following classes:

- Open Class (¶ 6.11.1)
- 20-Meter Class (¶ 6.11.2)
- 18-Meter Class (¶ 6.11.3)
- 15-Meter Class (¶ 6.11.4)
- Standard Class (¶ 6.11.5)
- Club Class (¶ 6.11.6)
- Sport Class (¶ 6.11.7)

6.4.3 Two pilots in a multi-place sailplane are not a team entry unless team entries are allowed and the multiplace team entry provisions of ¶ 5.2.2.4 are met.

6.4.4 For a contest in the 20-Meter Multiplace class, if one pilot of a multiplace team entry becomes unable to participate, the entry may be changed to an individual entry.

6.12.2 20-Meter Multiseat Class

6.12.2.1 Nominal wingspan is 20.0 meters.

6.12.2.2 Sailplanes must accommodate at least two adults, and at least two seats must be occupied during each contest flight.

6.12.2.3 Handicapping based on relative performance will apply.

6.12.2.4 For National contests, the maximum handicap shall be 0.905.

6.12.2.5 For Regional contests, organizers may elect to specify a maximum handicap up to 1.20, and that no-ballast rules will apply.

This confirms the change proposed last year, making this a National class, with a limited range of handicaps – the same way this class is treated at all FAI competitions with the exception of World Gliding Championships (the only competition at which the class is not handicapped).

Setting the maximum handicap for National contests at 0.905 would cover gliders whose performance is equal to or better than the Schempp-Hirth Janus.

Motor test

10.6.3.4 Motor test

10.6.3.4.1 Once per flight, pilots may elect to test an engine that was not used for self-launch. The engine must be started within three miles of the home airfield, within 30 minutes of aerotow release and not below 1000' AGL.

10.6.3.4.2 The flight log must show an engine run no longer than two minutes, during which the climb did not exceed 800'. After engine shut-down, the flight log must show that within 10 minutes the pilot returned to the altitude and approximate location of the engine start.

10.6.3.4.3 The pilot is not eligible for a start time until two minutes after the procedures of ¶ 10.6.3.4.2 are complete.

This allows pilots of sustainer-engine gliders to do an in-flight motor test in a way that limits competitive advantage.

Contest frequency

10.7.2.1 The contest frequency is 123.3 Mhz; 123.5 Mhz is used for pilot-crew communications. If 123.3 Mhz becomes unusable, the CD may designate 123.5 Mhz as the contest frequency.

10.7.2.1 The contest frequency is 123.3 Mhz; 123.5 Mhz is used for pilot-crew communications. If 123.3 Mhz becomes unusable, the CD may designate 123.5 Mhz (or another available aviation frequency) as the contest frequency.

This authorizes a sensible procedure that has been used in the past (e.g. at the Senior contest).

Remove the “front half of the start cylinder” restriction

10.8.6 The distance of the first task leg shall be taken as the distance from the Start Position to the control fix at the first turnpoint, but not greater than the distance from the Start Point to that control fix.

10.8.6 The distance of the first task leg shall be taken as the distance from the Start Position to the control fix at the first turnpoint.

First-leg distance is no longer capped at the distance from the center of the start cylinder to the first turnpoint.

Cylinder finish

10.9.2.2.1 Each task shall include a Minimum Finish Height (MFH), set by the CD at least high enough that pilots who obtain a valid finish can return to the home airfield for a normal pattern and landing.

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 (§ 12.1.3.5) applies; such penalty shall not yield a score lower than if Finish Height Difference exceeded 200'.

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 § 10.9.2.6.

12.1.3.5 Finish penalty (§ 10.9.2.5.2): $\text{penalty} = 5 + (\text{Finish Height Difference}) / 5$ (but not greater than to yield the score that would have resulted if Finish Height Difference exceeded 200').

10.9.2.2.1 Each task shall include a Minimum Finish Height (MFH), set by the CD at least high enough that pilots who obtain a valid finish can return to the home airfield for a normal pattern and landing. The MFH shall not be less than 800' AGL at a radius of 1 mile.

10.9.2.5.1 When the Finish Height Difference is not greater than 400 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 400 feet, a penalty (§ 12.1.3.5) applies; such penalty shall not yield a score lower than if Finish Height Difference exceeded 400'.

10.9.2.5.3 When the Finish Height Difference is greater than 400 feet, the task is incomplete. The distance of the final task leg shall be computed per § 10.9.2.6.

12.1.3.5 Finish penalty (§ 10.9.2.5.2):

12.1.3.5.1 If Finish Height Difference does not exceed 200':

penalty = (Finish Height Difference) / 4

12.1.3.5.2 If Finish Height Difference exceeds 200':

penalty = 50 + (Finish Height Difference - 200) * 1.75

12.1.3.5.3 In no case shall the finish penalty be greater than to yield the score that would have resulted if Finish Height Difference exceeded 400'.

Pilot feedback favored a “kinder, gentler” penalty structure for finishers lower than 200’ below the minimum finish height.

Safety finish

10.9.5.1 The Safety finish area is a cylinder centered on the Finish Point with a radius of 5 or 10 miles, as announced by the CD.

10.9.5.1 The Safety finish area is a cylinder centered on the Finish Point with a radius of 5, 10 or 15 miles, as announced by the CD.

Experience at the 2017 Uvalde contest showed that a Safety Finish radius greater than 10 miles may occasionally be needed.

Handicap adjustment for span changes

11.4.1.5.1 If a sailplane's wingspan has been increased and no specific Handicap Factor for the sailplane with that span is listed, its Handicap Factor shall be multiplied by the following:
1.0 - ((wingspan) - (original span)) / (2 * (original span))

11.4.1.5.1 If a sailplane's wingspan has been increased and no specific Handicap Factor for the sailplane with that span is listed, its Handicap Factor shall be multiplied by the following:
1.0 - ((wingspan) - (original span)) / (5 * (original span))

This rarely used handicap adjustment was found to have a large error, which is corrected in the revised formula.