

## Minutes of the 2009 Rules Committee held November 14, 2009

### In Attendance:

QT John Godfrey  
XM Mike Smith  
UH Hank Nixon  
BB John Cochrane  
KM Ken Sorenson – Contest Committee Chair  
X John Good (volunteer)

### Election of Officers and Committee Appointments

RC Chair	Hank Nixon	UH
Secretary	Mike Smith	XM
Rules Writer	John Good	X
Rules Change Summary	John Godfrey	QT
Pilot's Opinion Poll writer	John Cochrane	BB
Pilot's Opinion Poll publisher	Aland Adams	AA
Pilot Ranking List	John Leibecker	
Handicap Sub-Committee Chair	Dave Stevenson	
Handicap Sub-Committee	Dave Cole	
Handicap Sub-Committee	Dan Cole	
Contest Chair	Ken Sorenson	KM

### Future Schedule

<u>Date</u>	<u>Action</u>	<u>Assignee</u>
11/23	2009 Meeting Minutes to Committee	XM
11/30	2010 Draft Rule Changes to Committee	X
12/07	Rules Change Summary to Committee	QT
12/14	Committee Responses back to Chair	all
12/15	Publish Minutes on SSA Website	UH
12/22	Publish Rules Change Summary on SSA website	UH
1/15	Blue Book Cutoff Date – Documents transmitted to Hobbs	UH/KM
May, July	2010 RC Election announcement	UH
Open 9/30	2010 Pilot Poll announcement	UH
8/21	2010 Pilot Poll Questions to Writer	all
9/7	Draft Poll to Committee	BB
9/21	Poll to Aland for Publication	
10/18	Poll Closed	
Nov	2010 RC Meeting	

1. Sanction fee surplus KM report – Cordele SRA

Possible uses for the surplus sanction fees were discussed including:

- 1 Infrastructure
  - a) National - the purchase of two sets of scales (one east and west) – the procedures that would be used to take possession of the scales and the responsibilities to have the scales promptly returned or sent to the next contest. More research will be done to try to find electronic “wireless” scales. One of the weak points of the present scales is the cable connection between the scales and the “readings unit”
  - b) Local - items purchased that would support individual contest sites (tables for Mifflin)
- 2 Training
  - a) Cross country/contest training camps – many benefits including growing the ranks of contest pilots, and preparing pilots for the demands of contest flying
  - b) Juniors training (e.g. contest scholarships)

*Funding is to be based on a written proposal submitted to the Contest Committee Chair for review by the Contest Committee (Contest Committee Chair together with the Chairs of Rules, Team, Site, and Handicap Committees).*

*Proposals should include:*

- 1 *Amount requested*
- 2 *How funds will be used*
- 3 *How the contest community benefits*
- 4 *Timetable for spending assets*

*Assets over \$1000 must have an official SSA custodian specified. The focus should be on the long term benefits to the contest community. KM to do*

- 2, 4, 6 Entry Fees/tow costs. Need to keep organizers from losing money while keeping costs to contestants in line. Large variation in how costs are incurred. Towing cost is the big difference. Example CCSC all local club Tugs- Parowan- imported tugs. Consider a greater fee above the current \$25 above rules max for special conditions such as imported tugs. “We need to make more money” is not a valid justification.

There’s a wide variation in how organizers run contests. Towing structure is a key factor. Also having local volunteers helps. Many contests just break even. Some make healthy profits. Should we require standard financial reporting? Regional contests can compete with each other. Nationals are more of a monopoly. UH/QT suggest eliminating the fixed fee option. Adjust the variable base cost plus tow fee by waiver. Encourage organizers to fairly refund unused tows at weathered-out contests. Relay cost complaints feedback from pilots to organizers. Contest organizers should be encouraged to operate in such a way that pilots don’t feel “ripped off” if the contest is short and there is no return in fees. What would the base \$200 fee have to go up to, and tow fee reduced to, in order to make the contest work if rained out - and still refund to pilots unused tow fees. Discuss this with organizers. Contest mentoring is needed. Perhaps John Seaborn might help. For now, no change in current fee structure.

3. Towing/insurance- review – request for clarification from the FAA regarding compensation.

No action required. The SSA has requested a ruling from the FAA regarding the need for a commercial pilot license to tow at contests. Costello insurance currently requires this.

5, 8 Conflicting multiple contest entries- Hanke 8/11. Is there a way to keep pilots from entering conflicting contests and then picking where to go by the forecast?

Close of entries- revise entry limit at time of preferential entry– Cochrane/Nixon 8/20, Northcraft 6/5,6/8. Permit the organizer to set revised limit at time of preferential entry so organizer can get resources arranged without having to accommodate late drop ins.

Contests with problems: Brenham, Dansville, Parowan. The \$150 entry fee is causing late registrants. There's a problem with pilots registering for multiple contests.

**\*Rule Change: Allow organizers to reduce the upper limit # of entrants between 60 and 30 days before the contest.**

The change is made in order to protect organizers from late registrants. Once the limit is reduced, a waiver will be required to raise the limit back up.

*Pilots will need to be made aware that unless they register prior to preferential entry, the upper maximum number of contestants might be reduced, and they may not be able to get in later.*

7. Contest scheduling conflicts. Affect on entries. Reduces participation, encourages gaming the entry list.

There is no system in place presently to schedule Regionals. Regionals are self-scheduled. KM will monitor self-posting and encourage scheduling cooperation for those contests competing for the same pool of pilots.

9. Sanctioned "local" contests Cochrane 8/20

It's not clear that this is necessary. It might be possible to use performance at a "local" contest as qualification for a Regional contest. Parameters would have to be set. This would create a whole new category of contests within the rules structure. Too much complication. No action.

10. Consider requiring medicals for contests- Zimmerman 9/3, KM9/8

How often have we had medical-related problems at contests, especially problems which would have been prevented or caught by an FAA medical? There are concerns about mistrust of the FAA. Without hard data to show that requiring a medical would effectively stop pilots flying while medically unfit, the potential effect on participation is a major consideration. We're trying to increase participation. This would impose an additional cost. There are lots of negatives. Positives are unclear. No change.

11. Raise combined entry limit total for Regionals / Nationals - SRA Cordele.

The historical 65 limit was established years ago. UH - Study done long ago that showed 70 was the limit for a safe contest. Start system has changed which might allow more. From a practical standpoint, the 65 limit seems to work well. The pilots added beyond 65 would likely be the least qualified and impose the greatest burden on organizers. The current limit might be relaxed by waiver in special circumstances. **Vote of committee to retain the 65 limit.**

12. North American Championships- Raises IGC score. Score contest twice. Higher Fees. SRA –Cordele. What other criteria are required to accomplish IGC acceptance? Fly by IGC Rules? Other?

There are costs involved. There may be requirements regarding the scoring system. Would stewards be required? This is a US Team issue. Communicate our displeasure to IGC through Eric Mozer regarding US pilot IGC rankings.

X to find out what would be required to make our US Nationals IGC Continental Championships. It would mean that our US National Champion could be a foreigner. This is worth pursuing.

13. Eliminate Contest Application fee - KS

This is referring to the \$150 deposit.

**\*Rule Change: KM to propose to SSA (Tyler, Pixton, Umphres) that this requirement be dropped.**

14. Scale administration. Do we need more? Who handles?

We need scales to use at Regionals. Need 2 additional sets of scales with good cases. Cost would be around \$1000 per set. Scales need to be water proof. Wireless scales are available.

X to research scales.

Should we keep the scales at the SSA office and have the staff ship them out and return? Probably better not to use the SSA office for this. Perhaps a private custodian other than the SSA. Who?

Good to have a business that will make the shipping easy. We will look for a volunteer to manage the scales. West Coast, Rex Mayes? East Coast, KS? LX? M&H?

UH to find scale custodians.

The current scales will be left with Charlie Minner until they need maintenance. No repair once they stop working.

Modify our weighing procedure: Once the glider is weighed at gross weight (main and tail with pilot), the main wheel (only) is weighed with the tow-bar and tow out gear connected to the tow vehicle. From that point on, daily weighing will only require the main wheel to be weighed while being towed out to the grid. Organizers will be encouraged to weigh, but not required.

16. Class allocation at Regionals – BB 9/9

No action required. Pilots work this out.

17. Allow radio frequencies other than 123.3 and 123.5 - SN 10/30 Some sites would like to use CTAF in local area.

**\*Rule Change: Alternate frequencies are allowed subject to the approval of a written procedure. The towplane and glider must be on the same frequency. A plan must be established for tow, finish, and relight procedures.** BB to develop guidelines.

## Participation

18. Allow OLC flights for contest entry experience requirement instead of FAI badge flights- Kelley 8/13-KM

It will be an increased workload for organizers, but this is worth the effort. It should help participation. Recent problems with FAI badge approvals has cost contest entrants.

**\*Rule Change: 100km OLC flight satisfies the requirement for Sports Class Regional registration. 300km OLC flight satisfies the requirement for FAI Class at Regionals. Pilot must print out OLC flight record. No verification required.**

19. Barriers to participation Poll comments, Greenwald via Cochrane 10/26

Issues: Time & money. Rules complexity. Conflict between good sites for soaring and good sites for families. Shorter contests? Split weekend contests, and the need for mentoring. Newer pilots should be linked up with more experienced mentors. Models that work well are the Seniors, Perry, New Castle, Mifflin. How to get the word out to both organizers and pilots? Encourage entire groups/clubs to go. A common complaint is that new pilots are not flying with other pilots. A possible solution is to use a MAT with more turnpoints than can be completed. Each pilot makes as many turnpoints as he can and then gets to decide when to go home. Another option is a TAT with small circles. CDs need to be educated about tasking. Task advisors need to be educated. Communicate with John Seaborn who might be able to help organizers.

X to refresh his tasking guidelines and focus on how to have a successful contest.

20. Time and Money- Poll comments

see # 19

21. Rules complexity- Poll comments

Most of the complexity in the rules is there for good reasons and reflect adjustments pilots have found desirable through experience over the years. The fundamental problem is not really the complexity; it's the difficulty in understanding the rules, caused largely by the written rules being necessarily precise. A pilot's guide to the rules is needed to explain the rules. Examples: Starts, Finishes, Day devaluation, and the ramifications of each. Rules should be easy to understand, and flight scores should be easy to verify. BB to explore this and report back.

22. Intimidation factor – Poll comments

This is a perception problem. Sports class regionals are used for training. Organizers should be more welcoming. An “organizer best practices guide” will address this.

## **Nationals Options**

23. Allow flexibility of days scheduled – Poll

**\*Rule Change: Allow Nationals to be 9 or 10 days, 1 or 2 official practice days, and can start any day of the week.**

Recognize that this may cause some problems for pilots driving long distances. This will be helpful for organizers. We need to try something different in order to improve participation. We'll see what kind of feedback we get from organizers and pilots.

24. Mixed Regional/ Nationals - 10 day super regional- Poll supports

**\*Rule Change: Allow Super Regionals to be up to 10 days long and can start any day of the week.**

25. East/West Nationals- Poll , SRA 7/29, various comments

The number of pilots crossing the Mississippi to go to a nationals is 2-3 per year. We could have two nationals for each class. Regions will be W/C and E/C. Co-located nationals. This would be a big departure from the traditional concept of one National Champion. All nationals would count for the world team. This will require more discussion. No change yet.

26. 7 day Nationals

9 scheduled days are required in order to likely have enough contest days for a meaningful contest. No change.

27. National Contest Locations- Poll comments

see #25.

28. Number of days for valid Nationals – Polls comments,

**\*Rule Change: To be implemented in 2011. A 3 day Nationals will be a valid contest for PRL (Pilot Ranking List) seeding and declaring a National Champion, but with the winner PRL seeding of 95 rather than 100.**

US Team Committee will need to decide how to use this for team selection. This would be a major change. It requires polling in 2010.

29. Possible to move site during contest? – KM

This is possible by waiver only. Normally it's not practical. It must be announced prior to preferential entry, and it must have unanimous consent of the pilots.

30. Co-Locate more Nationals- Cochrane agenda item.

This is already done now. It's an issue to be dealt with by the National Site selection committee to make sure that the site doesn't exceed 65 contestants.

### **Sailplanes/ Equipment**

31. Permit ultralight gliders to compete without requiring N number and

airworthiness cert. Thar 8/3

We understand that we may lose a few pilots due to this restriction, but we want the FAA involved in screening the contest gliders to ensure that they are airworthy. No change.

32. Make motorgliders fly in their own class- Poll comment

No change. There isn't sufficient justification for creating a new class. Motorgliders are generally well accepted within the existing classes. There is no international motorglider class.

33. Handicap Motorgliders- Poll

Poll was about evenly split. We traditionally keep the rules the same absent strong support for a change on polled issues. The accident rate for motorgliders is high. Most are problems attempting to start at low altitude. We want to encourage participation. This may work against that. No change.

34. Open Class weight- Leonard 1/23, 9/10, McLaughlin 1/24

This change was put through the normal process prior to implementation last year. There were no other complaints. Leonard and McLaughlin should collect feedback from the other Open pilots. We are interested in accommodating the wishes of that group. Let us know what they want. We thought that Garret did this last year.

35. Spot as alternative to ELT- Northcraft 1/21

From last year's minutes: "By waiver, if an organizer wants to require a SPOT or a PLB, a condition of the waiver will be that the SPOT/PLB requirement would be satisfied by an impact activated ELT."

**\*Rule Change: Incorporate this into the rules instead of by waiver. Organizer can require tracking mode operation.**

36. Handicapping conflict 15M/Std combined – Eisenbeiss ½

2% handicap doesn't match the handicap factors. We understood this and have this simple handicap for simplification.

37. No water Nationals rule clarification – UH email 1.30.09

No change. Rule says no disposable ballast and no fixed ballast that pushes over the max handicap weight. It doesn't actually say you can't be over the max handicap weight. The idea is to keep this very simple in order to deal with extenuating circumstances. There is an inherent unfairness in the no-ballast day situation and it should be used only as a last resort.

*We might want to add a note to that effect in the appendix.*

38. Spot- conflicts with strict interpretation of 2 way communication 6.6.3 Wade 3/5

No problem. Spot does not violate the intent of the rules.

39. Cockpit weather equipment – Revisit 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.

We want to keep costs down. We want to hold back for as long as possible. The new Garmin Aero is now available for \$1300, with “XM weather.” We will poll next year to see how many pilots are using these for recreational flying. No change.

### **Start/ Finish**

40. Simplify “start anywhere” – eliminate front half requirement.

Not much complaint. We need to do a better job of communicating. We’re reluctant to make a change after just one year of the present system. We still want to keep pilots from bumping through start gaggles after starting. No change.

41. Two minutes below cylinder top- Murray 10/21. Revise start height penalty – Poll text response

This rule has worked well to stop diving into the cylinder. No change.

42. Large low finish penalty- Murray 10/21

The penalty is graduated. The penalty is working as intended to encourage pilots to finish higher. No change.

43. Refine/simplify finish cylinder penalty

We don’t want to encourage thermaling under the cylinder or aggressive pull-ups into the bottom of the cylinder. No change.

44. Rules footnote to emphasize limited altitude starts.

See A 10.8.5.1. Items to be added into the “Best Practices” document.

Add recommendation: The top of the start cylinder should be below the top of the dry thermals.

Add recommendation: It should be easy for the last launch to climb above the top of the cylinder, to the top of lift, (within the time frame before gate opening) for a fair start.

45. Safety finish- bigger cylinder- poll comments, apply height of finish cylinder to safety finish. BB 9/9

We should raise the height so you show you could have glided to the actual finish, not just back to the airport. Currently if a 1000’ gate is in effect, the safety finish height can actually be lower than the finish height. The only change below is to add the clause in italics.

**\*Rule Change: 10.9.5.3 When the Safety finish is active, a pilot may claim a finish by obtaining one fix within the Safety finish cylinder; the altitude of the fix must be such that the slope to the finish point *or***

***finish cylinder, if one is in effect, is not less than 200 feet per mile plus the minimum finish height. The safety finish must be claimed on a Task Claim Form (Rule 10.5.1.3.1).***

A 5 mile cylinder size is considered adequate. A larger cylinder, such as 10 miles, adds in an unwanted luck factor in that two pilots could be 20 miles apart entering the cylinder and both get speed finishes.

46. Look at second finish issue – Cordele SRA

Poll question for next year. Should we allow a second flight without requiring the pilot to land, turn in log, and relaunch.

### **Tasking**

47. Eliminate task changes in the air-Poll, Kellerman 11/4

Best practices are to minimize use of the in-flight change by emphasizing the use of pre-planned and published alternate tasks, although sometimes the in-air change improves safety.

48. CDing at Ephrata and in general. KS: language to feel free to call whatever task you want. Revisit CD guidance? Revisit CD selection? – BB agenda 9/9

Task advisors should advise the CD. No mix is mandatory. This is essentially left to the CD.

49. Eliminate rest days- Poll comment

There is presently no requirement for rest days. *This should be communicated to the CDs, especially for the nationals.*

### **Scoring**

50. Add one day exemption to FR security requirement

See #68.

51. Scoring software/ rules harmony. Do we have an issue with this? This always comes up at the Seniors and is over shortly thereafter. Is this solvable by better communication with GFB (Guy Ford Byers)?

We need some communication between scorers. Need a single-pilot version of Winscore for individual pilots to check their flights.

SeeYou cannot score MAT. Worlds are scored with either SeeYou or Strepla.

We need Guy to help with several misc. issues.

Guy to be contacted by X & QT. Leo Buckley is the designated “keeper of the program.” They will get Leo involved.

52. Long landout/Early finisher scoring- Distance scoring formula change Willat 8/4, Koerner6/23, Good 6/23, Willat 6/28, Poll text, BB MAT/TAT scoring agenda 9/9

There is concern that current rules give too many points to very short flights. In assigned tasks, we give finishers the better of speed and distance points, so that no pilot should ever intentionally land out to improve his score. In TAT and MAT tasks, we give finishers the better of their speed and the *winner's* distance points. We do this so that every finisher earns more points than any landout. This rule can lead to a great compression of scores among slow finishers, and a great difference between short finishes and short landouts, as happened on Day 5 at Montague this year. These problems can be avoided if we give each pilot the better of their speed and *their* (not the winner's) distance points. Technically, we would replace "MDP" by "MDP\*DIST/BESTDIST but not more than MDP" in 11.6.8. This change would preserve the principle that no pilot should ever intentionally land out. Distance points are still capped by the distance of the longest finisher, so there is no reward for heading off downwind and racking up distance beyond that. However, this change would not preserve the principle that every finisher, no matter how slow, beats every landout, no matter how long. A 300 mile landout might get more points than a 62 mile finish. Tactically, the current rules are as if on an AST you can get credit for full distance by landing at any airport along the way. We should make landing back at the home drome undertime exactly the same as landing at any airport along the way. You get current distance and an airport bonus, but no more. There is no safety reason to encourage landings back at the home drome in weak weather over landings at other airports. This change would be a major change in scoring philosophy since it will allow a non-finisher to earn more points than a very slow finisher. Poll question for 2010. BB to write up an explanation with examples. Possible Regional for 2011.

53. Winscore added information presentation- Cochrane 12/14

See #51

54. Revisit drop a day scoring- WDSA Poll

There has been no interest by pilots or organizers in doing this. Keep in the rules for another year. BB to write Contest Corner article.

55. Simplify scoring formulas. Too many adjustments/devaluations – poll text

See above.

### **Sports/Club Class**

- 56 Club Class- Class growth- progression- Poll.

The Club Class has potential to grow. Club Class Contests will be allowed by waiver at Regionals in 2010, the same as 2009. Waiver requests are encouraged. Nothing has changed since all the discussion last year. There was one contest, which was very successful, at Cordele in 2009. We'd like to see some

more contests and broader interest before putting this into the rules. Not much support yet for a Club Class Nationals. Poll was 107:56 against “a separate club class nationals as soon as practicable”.

57. US Team- Club Class- Review limitation to Non FAI team members –Poll. Informational- this is a US Team call but we can advise.

The poll supports dropping the current restriction. The Rules Committee was split 3:2 to keep the current restriction. This is a Team Committee issue. We would probably have better showings at the Worlds if the restriction is dropped. The presence of the restriction has helped foster interest and participation in the Sports Class.

58. Class specific seeding for Club Class when scored within Sports 7/29 SRA

The context of this question was for Nationals. Until the club class is recognized as a National class, they should not receive separate seeding and will receive seeding through the Sports class. At Regional Club Class contests, the 2009 waiver gives them normal Sports Regionals seeding.

59. Handicap list- Schedule needs to be set for updates. ID gliders for review. UH

UH will talk to Dave Stevenson about schedule and composite entries.

60. Handicaps- publish list earlier- SRA Elmira

see 59. The target date for the Handicaps List to be published will be late January.

61. Recognition of Club Class within Sports – parallel scoring. Poll

Separate unofficial score sheets can be produced at the scorer’s option. There is strong poll support for this.

62. Widen Club Class to allow lower performance gliders- Poll. This is inconsistent with keeping the Club Class close to WGC list. Would it increase participation?

There is strong support on the poll (70:25 for: against) to allow any glider with performance 1.0 and lower.

**\*Waiver Change for 2010: Allow organizer the option to include gliders with handicap 1.0 and above.**

- 62.5 For US Team selection should higher performance gliders qualify for the team.

This is a US Team issue. No consensus by the Rules Committee.

### **Errata, Administration, Other.**

63. Correct 11.11.1 for 2-day Regional PRL, restore to 80. This was inadvertently dropped in 2007 and later rules. It will be fixed.

64. Time after pilot meetings- Galloway 4/29

From Galloway: There is one item I would like to submit for consideration. Rule 10.1.2 states "Grid time - the time at which all sailplanes shall be on the launch grid, as specified by the CD each day. This time will not be less than one hour after the close of the daily pilots' meeting, but shall be at least 25 minutes before the expected time of the first launch." If the words "It is recommended that ..." be inserted at the beginning of the second sentence it should solve the problem. This would make the times a recommendation, rather than a mandate. Why the recommendation? During Eastern Daylight time (EDT) the earliest the 12Z balloon (RAOB) data is available is about 9:15 EDT. It is not available to anyone before that. This data is used by the weatherman to advise the CD and advisers as to trigger temp (earliest time to launch the fleet), the height of cloud base at various hours, or if it will be a blue day, the approximate time soaring conditions will cease and the measured wind speed and direction at various altitudes. This data would be available at 8:15 CDT, 7:15 MDT and 6:15 PD, so they would not be affected. Weather given to the CD before the 9:15 EDT (really about 9:30 as it takes about 15 minutes to interpret the data) would be based on the OZ (8:00 PM day before) data, 12 hours earlier, and would be of little value to the CD or advisers. It is important to note that about 50% of contests flown in the US are during EDT.

There's really no reason that this must be a rigid requirement as long as CD's are reasonable.

**\*Rule Change. Make time limits a suggestion rather than a requirement.**

65. CD available on field- Galloway 1/14

We will rely on the judgment of the CD. We need more CDs and can't afford to run off some of the good ones that want to fly.

66. Require pilots on protest committee- JJ in Poll

It may not be possible to have non-entrant pilots on the contest committee. This is not generally a problem. CDs should use the most qualified and experienced people on the protest committee. No change.

67. BB safety report.

There were two fatalities. It does not appear that there is anything that the Rules could do to impact either of these accidents. Other glider-damage accidents appear to have been pilot error type accidents or unlucky off-field landings. We can consider final legs into the wind to avoid head-on convergence problems with rolling finishes.

*We need to continue to have safety talks at contests.*

*The Safety talks should include topics appropriate to the causes of the most recent years accidents, such as post-finish landing mishaps. Experienced pilots should talk to pilots if they see something questionable.*

## Flight Loggers

68. Revisit fixed list of approved loggers.

**\*Rule change: Remove the requirement for physical seals. Continue to require file security unless the logger is downloaded by the scorer. No “backup logger” category.**

We will evaluate the use of the relatively low cost (\$150) Fly-With-CE logger (only records GPS altitude) in lieu of other COTS (Commercial Off-the-Shelf) logger evaluations. Approval of other COTS loggers will be deferred pending actions by the SSA Badge and Record committee on COTS logger approvals. QT to evaluate and recommend action on the Fly-With-CE unit.

It's proposed that these loggers will qualify for the US Team selection process.

*The US Team Committee needs to comment on this.*

69. Provide a list of acceptable loggers on SSA web site- Buckley 10/31

see #68

70. COTS logging, Bearden 11/21/08, 6/24, Cochrane, Godfrey 6/24, 8/4, Poll

see #68

## Communications With Pilots

71. Getting Our Message Out -- Can we enhance the SSA website with more contact capability and leverage the SRA site content that is being incorporated.  
BB is doing a good job with Contest Corner. Other Ideas ?

72) Steering turn

Some sites cannot use steering turns because of the present requirement for a steering turn to be within 5 miles of the airport. Use of steering turns is a good thing from a safety standpoint. A steering turn set far enough away so that everyone is not passing across it at the same final glide altitude is even better (the closer in the steering turn is, the narrower will be the altitude spread of gliders on final glide).

**\*Rule change: The rule for steering turns will be changed to allow for a steering turn to be 10 miles from the airport, as opposed to the current requirement of 5 miles.**

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73) Flight Documentation Interval (FDI) exceeded penalty (12.1.4.7)

A 50 point penalty is too much for an administration penalty that occurs after the flight is over (ie. turning a flight log in late.)

**\*Rule change: The penalty for exceeding the FDI will be 25 points.**

