

## 2007 SSA CONTEST RULE CHANGES SUMMARY 12/15/06

**The purpose of this document is to identify the 2007 changes and the rationale for those changes. Additional information on the rationale for the changes may be found in the Rules Committee November 2006 meeting minutes.**

This document contains draft text of rules recommended for implementation starting in 2007. In some cases, current rules are shown (in blue and noted as Old Rule) prior to the recommended new wording (Noted as New Rule).

When necessary, a letter 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

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

In view of current and past paragraph and section reorganization, all internal references to other rules should be checked for consistency prior to publication.

### **1)NAA**

To make the wording sensible, “under the authority of” has been added.

2.1 Soaring Championships are organized in accordance with the Sporting Code of the FAI (Federation Aeronautique Internationale) under the authority of the NAA (National Aeronautic Association), and are sanctioned by the SSA (Soaring Society of America).

### **2)Status of foreign pilots (RCM 14- Minor)**

In Nationals, foreign pilots fly as guests, but unlike other guests they derive a pilot ranking score. To assist with maintaining the Pilot Ranking List, John Leibacher has requested that it be possible to determine from a scoresheet which pilots are foreign pilots.

Old Rule:

N5.1.5.2 Foreign pilots fly as guest entrants.

New Rule:

N5.1.5.2 Foreign pilots are listed as such on scoresheets, and are considered Guest entrants.

### **3)Sponsor’s preferential entry exemption(RCM 15-Minor)**

This has been added to accommodate sponsor wish to permit selection of limited number of entries based upon sponsor criteria. Criteria generally to be related to contribution to the local organization.

5.1.1.2.1 The total number of sailplanes is limited to 65, unless a smaller

maximum number is designated by contest organizers on the Application for Sanction form and approved by the SSA Contest Committee Chairman. This is a maximum for all classes in all contests being held at one site simultaneously.

5.2.6 Prior to the Preferential Entry Deadline, Contest organizers may designate up to 2 qualified pilots to be granted preferential entry regardless of their ranking score. These entrants shall be in addition to the maximum number designated per Rule 5.1.1.2.1 (but the maximum of 65 sailplanes shall not be exceeded). This rule is intended for use on behalf of those who have contributed significantly to contest organization and operation.

#### **4)Team entries(RCM 16- Minor)**

Language has been simplified and clarified.

Old Rule:

5.1.2.3 A team entry is one for which more than one pilot intends to act as pilot -in-command. Each team pilot must meet all eligibility requirements. To earn a position on the SSA Pilot Ranking List, a team pilot must act as pilot -in-command on at least 30% of valid competition days. The CD shall be informed which team pilot is to act as pilot-in-command prior to each contest flight.

New Rule:

5.1.2.3 A team entry is one for which more than one pilot will act as pilot -in-command (either in a single-place or a multiplace sailplane). Each team pilot must meet all eligibility requirements. Team entries shall be indicated on scoresheets using the last name of each pilot, joined with an ampersand.

#### **5)Shared sailplane(RCM 17- Minor)**

This is now made applicable only to FAI National competitions. Other competitions allow team entries, which are a better way of allowing two pilots to share one sailplane.

R5.1.3 Not applicable

S5.1.3 Not applicable

#### **6)Ranking score for team entries(RCM 16- Minor)**

A score earned by both team members may be used for purposes of entry ranking.

5.2.2 An applicant's Preference Number is the Pilot Ranking score of Rule 5.2.1. In the case of a team entry, the least favorable Pilot Ranking score of any team member is used, but a team ranking score earned jointly by all team members will be used if more favorable.

#### **7)Entry fees(RCM 1,2,3- Minor)**

Increases are recommended, in line with rising costs. Tow fees are increased by \$4 in response to inflation and rising fuel costs.

N5.3.2.1.1 The maximum fixed entry fee shall be \$685 per entry.

N5.3.2.1.2 The maximum variable entry fee shall be \$300 per entry plus \$48 per aerotow.

R5.3.2.1.1 The maximum fixed entry fee shall be:

- For a scheduled 5-day contest, \$390 per entry.
- For a scheduled 6-day contest, \$430 per entry.
- For a scheduled 7-day contest, \$470 per entry.

R5.3.2.1.2 The maximum variable entry fee shall be \$200 per entry plus \$48 per aerotow.

## **8)Per-pilot site charges(RCM 1- Minor)**

Wording clarified to avoid misunderstanding. Intent is to cover items such as temporary club memberships that may be required and not simply a local price increase.

5.3.2.1.3 These amounts 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 Application for Sanction form.

## **9)Declaring the class to which entry is sought**

This rule applies only to Regional contests (which can include more than one class). It is thus made not applicable to National contests – it remains in effect for the Regional rules.

Old Rule

N5.4.2.1.5 Declaration of the competition class to which entry is sought

New rule

N5.4.2.1.5 Not applicable

R5.4.2.1.5 Declaration of the competition class to which entry is sought

## **10)Requirements at contest registration**

The wording has been tweaked. It is made clear that insurance coverage must remain in effect through the end of the contest.

5.4.3.1 In addition to the requirements of Rule 5.4.2, at contest registration each entrant must:

5.4.3.1.1 Present proof of holding a valid FAA Private or Commercial Glider Pilot Certificate (or the equivalent from another country).

5.4.3.1.2 Register and declare the sailplane to be flown. A sailplane will be accepted provided it meets all applicable provisions of these rules.

5.4.3.1.3 Present proof of ownership of the registered sailplane, or permission of the owner to fly the sailplane in the competition.

5.4.3.1.4 Present a copy of the coverage page of an insurance policy applicable to the registered sailplane, effective through the final scheduled competition day, showing coverage of at least \$1,000,000 per occurrence for bodily injury and property damage liability.

5.4.3.1.5 Complete the contest registration form and the waiver/signature form.

5.4.3.1.6 Pay the balance of fees owed.

## **11)Tow pilot requirements(RCM 4- Minor)**

These have been added to make explicit what was formerly assumed and bring into line with requirements for entrants.

### 5.4.4 Tow pilot requirements

Prior to conducting any tow operations, pilots of aircraft that provide launches of contest sailplanes must:

- Present proof of ownership of the tow aircraft, or permission of the owner
- Supply proof of for-hire aircraft insurance in the same way as is required of entrants (Rule 5.4.3.1.4)
- Receive a briefing from the Chief Tow Pilot

## **12)Motorized sailplanes**

Rules have been gathered here, so are now more complete. Non-flight-recorder methods of verifying engine use are eliminated in order to permit practical scoring. After engine use (effectively landing out), motorized sailplanes must return home so as to not have an effect on other competitors.

6.3.3.1 Each motorized sailplane must carry a flight recorder capable of showing when the power unit is used. Each flight is scored up to the latest fix prior to use of the power unit.

6.3.3.2 If a flight log shows no valid fixes for a period of longer than one minute, the flight will be scored as if the power unit had been used.

6.3.3.3 The pilot of a motorized sailplane may elect to use the power unit after an outlanding.

6.3.3.4 It shall be the responsibility of the pilot to supply the equipment necessary to meet and ensure compliance with the provisions of this rule, and to demonstrate its satisfactory operation to the CD and the Scorer prior to the start of competition.

6.3.3.5 Self-launching may be done, in accordance with Rule 10.6.3.

6.3.3.6 Except for self-launch, any use of the power unit ends competition flying for the day. The pilot shall return to the home airfield without attempting to proceed further on task; failure to comply can be considered unsportsmanlike conduct.

10.6.3.7 - delete (It's been moved to 6.3.3.5)

10.12.7.3 - delete (It's been moved to 6.3.3.2)

## **13)CD may declare no-water day(RCM 22- Minor)**

This formerly required the unanimous vote of all pilots.

R6.8.1.2 Prior to the Preferential Entry deadline, organizers will announce whether no-ballast rules are in effect. When, during a contest that allows ballast, the CD determines that conditions make ballasting impractical or unsafe, a day may be declared a no-ballast day.

## **14)Definition of Standard Class**

Brings US rules in line with IGC rules.

#### 6.12.5 Standard Class

6.12.5.1 Nominal wingspan is 15.0 meters.

6.12.5.2 Any method of changing the wing profile other than the normal use of ailerons is prohibited. Lift-increasing devices are prohibited, even if unusable.

6.12.5.3 The sailplane must be fitted with airbrakes which cannot be used to increase performance. Drag parachutes are prohibited.

6.12.5.4 Pilots of non-production Standard Class sailplanes must obtain a letter of approval from the SSA Contest Committee before entry can be accepted.

### **15) Awards to rookie pilots (RCM 18- Minor)**

This new award is intended to encourage the participation of pilots new to competition. (Note that succeeding paragraph numbers must be adjusted.)

R7.4 An award may be presented to the best-scoring regular entrant who has never appeared on an annual SSA Pilot Ranking List.

### **16) Flight after sunset**

This has been added to the list of prohibited actions. Other rules are included to deal with cases where pilots land too late. Note that paragraph numbers after 12.2.5.2 will need to be adjusted.

9.5 The following are prohibited:

- Aerobatics
- Flying within clouds
- Flight after sunset

10.1.8 Contest Sunset - the CD shall designate a Contest Sunset time, which shall be approximately 10 minutes prior to the earliest time of sunset at the contest site during the period of competition.

11.2.2.5 For incomplete tasks, a scored landing point shall be determined by the Scorer. This is generally the fix that yields the greatest scored distance, but the following restrictions apply:

- The fix shall be no later than 15 minutes prior to the contest sunset time
- For a motorized sailplane, the fix shall be prior to use of the power unit

12.2.5.2 Landing after the time of Contest Sunset - 200 points.

### **17) Time between meeting and launch**

Make the minimum time between pilots meeting on the grid and first launch consistent at 15 minutes.

10.1.2 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 should be at least 15 minutes before the expected time of the first launch.

10.1.3 Launch Begins - as announced by the CD, but not sooner than 15 minutes after grid time or the end of a pilots' meeting held prior to the first launch.

10.2.3 After Grid time, the CD may call a pilots' meeting near the launch line to confirm or change the task to be flown. The CD shall ensure that each pilot is aware of the task.

## **18)Start and Finish closing times**

Reference is now made to the designated sunset time. There is no need for “all sailplanes reported down”, and this wording could be seen to conflict with allowing a second task attempt.

Old Rule:

10.1.9 Start Closes - at sunset or all sailplanes reported down.

10.1.10 Finish Closes - at sunset or all sailplanes reported down.

New Rule:

10.1.9 Start Closes - 30 minutes prior to Contest Sunset time.

10.1.10 Finish Closes - 15 minutes prior to Contest Sunset time.

## **19)Meetings**

Minor changes to the wording of 10.2.1. NOTAMs are now called for in 10.2.2. reflecting the FAR requirements for briefing and making it the responsibility of the contest organizers to acquire such a briefing on behalf of all participating pilots and provide at the appropriate pilots' meeting.

10.2.1 A mandatory pilots' contest briefing will be held prior to the first competition launch (a pilot not in attendance must be briefed by the CD prior to that pilot's first competition flight). The purpose of this briefing is to discuss competition rules, Start/Finish procedures, airport operations and contest safety.

10.2.2 A daily pilots' meeting will be held prior to launch with the following suggested format:

- Contest Manager - Administrative announcements, results of previous task
- Operations Director - Operational comments, gridding and launch
- Meteorologist - Weather briefing, current NOTAM information as supplied by the Federal Aviation Administration
- Competition Director - Safety briefing, proposed and alternate tasks

## **20)Search responsibility**

In the era when many pilots are crewless, this rule makes little sense. There is no need to assign the responsibility – experience shows that plenty of attention gets paid to a missing pilot.

Old Rule:

10.10.2.4 If a pilot fails to report in, the pilot's crew will be responsible for search and rescue.

New Rule:

10.10.2.4 - delete

## **21)Motorglider self-retrieve**

Final sentence added, to bring the rule in line with current practice.

10.10.2.5 Retrieves will normally be by vehicle and trailer. Aerotow retrieves (using towplanes authorized by the CD) are permitted from sites approved by the CD on a first-to-telephone-in/first-served basis. Pilots of sailplanes capable of self-launch may elect to self-retrieve.

## **22)Closed airspace(RCM 52- Minor)**

The definition of closed airspace is broadened. This rule makes it clear that if an airspace file is found to be in error, the issue is resolved by reference to the FAA's official definition of airspace.

10.12.1 Closed airspace includes Class A, Class B, Class C, Restricted and Prohibited areas, airspace outside US territory, and other airspace in which VFR flight by non-transponder-equipped aircraft is not allowed or would require a specific clearance. Such airspace is closed at all times, except as specifically announced by the CD. Any airspace that lies directly above closed airspace is itself considered closed.

10.12.2 Tasks should be set to avoid flight through closed airspace or areas of high-density traffic.

10.12.4 Contest organizers shall publish an official database of closed airspace in .SUA format that is complete and correct at the start of the competition (each such file shall include a publication date). But since airspace changes can be implemented at any time, all pilots should be aware that perfect accuracy of airspace data cannot be guaranteed. If discrepancies arise, they will be resolved by reference to the official definition of airspace in effect at the time of flight, subject to modifications announced by the CD.

## **23)Task claim(RCM 50- Minor)**

Wording was inadvertently omitted last year. It is again made clear that a task claim with pilot-selected turnpoints should include the point being sought at the time of landing.

11.2.2.2 If the flight documentation includes a Task Claim form under the provisions of 10.5.1.3, task evaluation is based on this form, which may not be altered once submitted (but a subsequent Task Claim can be submitted under the provisions of Rule 11.2.2.8). When there was any pilot option at the time of landing, the Task Claim should include the point being sought at the time of landing; when this is absent, the flight shall be scored as if the pilot had listed the Finish as the point being sought.

## **24)Handicap adjustment(RCM 40- Minor)**

Handicaps are now adjusted both up (favorably) and down (unfavorably) when weight is different from the listed handicap weight. Note that the term in the handicap table should change from "Maximum Handicap Weight" to "Handicap weight". This change is in the interest of fairness to light pilots of light gliders.

Old Rule:

11.5.1.2 If a sailplane's weight is greater than the specified maximum Handicap Weight, its Handicap Factor shall be multiplied by the following:

$$1.0 - ((\text{Sailplane's weight}) - (\text{Maximum Handicap Weight})) * 0.0002$$

New Rule:

11.5.1.2 If a sailplane's weight is different from the specified Handicap Weight, its Handicap Factor shall be multiplied by the following:

1.0 - ((Sailplane's weight) - (Handicap Weight)) \* 0.0002

## **25)New scoring formulas(RCM 30, 31- Major)Regional only for 2007**

Scoring formulas are revised with the goal of imposing a smaller effective penalty for incomplete tasks. Maximum distance points increase from 400 to 600. A full discussion of this is presented in a separate document. Note that rules for Sport-class contests preserve the same distinctions from FAI-class scoring as is currently the case (basically having to do with handicapping). This is to be tested at the regional level in 2007, followed by poll evaluation, with intent to implement in Nationals in 2008 if proven out.

### R11.3 Scoring Nomenclature

SMTD - Standard Minimum Task Distance (Rule 10.3.1.1)

SMTT - Standard Minimum Task Time (Rule 10.3.1.1)

DIST - Scored Distance (Rule 11.2.3)

Contestant - defined in Rule 11.1.1

Finisher - defined in Rule 11.1.2

SCR - Scored Completion Ratio (Rules 11.5.2, 11.6.5)

TOC - Actual Time on Course (Rule 11.4.1) - applies only to a Finisher

STOC - Scored Time on Course (Rule 11.5.3.2) - applies only to a Finisher

TASKDIST - Task Distance - The sum of the lengths of all legs of the task

SPEED - Scored speed (Rules 11.5.1, 11.6.4) - applies only to a Finisher

MINTIME - Minimum Flight Time, as declared by CD

UF - Undertime Finishers - Number of Finishers whose TOC  
is more than 15 minutes under MINTIME

BESTDIST - Best Distance achieved (Rule 11.6.9)

BESTSPD - Best Speed - Greatest value of SPEED achieved by any Finisher

MSP - Maximum Speed Points (Rules 11.5.3, 11.6.6)

MDP - Maximum Distance Points (Rules 11.5.4, 11.6.7)

STF - Short Task Factor (Rule 11.4.2)

BONUS - Airfield Landing Bonus (Rules 10.10.3, 11.4.3)

POINTS - the calculated score (Rules 11.5.5, 11.5.6, 11.6.8, 11.6.10)

### R11.4 Scoring Equations - General

11.4.1 Time on course:

$TOC = (\text{Scored finish time}) - (\text{Scored start time})$

11.4.2 Short Task Factor:

If there are no Finishers,  $STF = 1.0$

Otherwise,  $STF = (\text{TOC of Finisher with BESTSPD}) / \text{SMTT}$

(but not greater than 1.0)

11.4.3 Airfield Landing Bonus

For eligible pilots (see 10.10.3),  $BONUS = 25$ ; otherwise,  $BONUS = 0$ .

### R11.5 Scoring Equations - Assigned Task

11.5.1 Speed:

$SPEED = DIST / TOC$

11.5.2 Scored completion ratio:

$SCR = (\text{Number of Finishers}) / (\text{Number of contestants})$

11.5.3 Maximum Speed Points:

$MSP = STF * (600 + 660 * SCR)$  (but not greater than  $STF * 1000$ )

11.5.4 Maximum Distance Points:

$MDP = MSP * (0.8 - 0.2 * SCR)$

#### 11.5.5 Points for Finishers:

POINTS shall be equal to the largest of the following three quantities:

$$\text{MSP} * \text{SPEED} / \text{BESTSPD}$$

$$\text{MDP} + 30 + \text{MSP} * 0.2 * ((\text{SPEED}/\text{BESTSPD}) - 0.4)$$

$$\text{MDP} + 30$$

#### 11.5.6 Points for Non-Finishers:

$$\text{POINTS} = \text{BONUS} + \text{MDP} * \text{DIST} / \text{TASKDIST}$$

### R11.6 Scoring Equations - Modified Assigned Task and Turn Area Task

#### 11.6.1 Not Applicable

#### 11.6.2 Not Applicable

#### 11.6.3 Scored Time on Course:

For Finishers whose TOC is less than MINTIME,

$$\text{STOC} = \text{MINTIME} - ((\text{MINTIME} - \text{TOC}) / 10)$$

For all other Finishers, STOC = TOC

#### 11.6.4 Speed:

$$\text{SPEED} = \text{DIST} / \text{STOC}$$

#### 11.6.5 Scored completion ratio:

$$\text{SCR} = ((\text{Number of Finishers}) - 0.75 * \text{UF}) / (\text{Number of contestants})$$

#### 11.6.6 Maximum Speed Points:

$$\text{MSP} = \text{STF} * (600 + 500 * \text{SCR}) \text{ (but not greater than } \text{STF} * 1000)$$

#### 11.6.7 Maximum Distance Points:

$$\text{MDP} = \text{MSP} * (0.8 - 0.2 * \text{SCR})$$

#### 11.6.8 Points for Finishers:

POINTS shall be equal to the largest of the following three quantities:

$$\text{MSP} * \text{SPEED} / \text{BESTSPD}$$

$$\text{MDP} + 30 + \text{MSP} * 0.2 * ((\text{SPEED}/\text{BESTSPD}) - 0.4)$$

$$\text{MDP} + 30$$

#### 11.6.9 Best Distance:

If there are no Finishers, BESTDIST is the greatest scored distance achieved by any pilot.

Otherwise, BESTDIST is the larger of the greatest scored distance achieved by any Finisher and (BESTSPD \* MINTIME).

#### 11.6.10 Points for Non-Finishers:

$$\text{POINTS} = \text{BONUS} + \text{MDP} * \text{DIST} / \text{BESTDIST}$$

(but not greater than BONUS + MDP)

### X11.3 Scoring Nomenclature

SMTD - Standard Minimum Task Distance (Rule 10.3.1.1)

SMTT - Standard Minimum Task Time (Rule 10.3.1.1)

HCP - Sailplane's Handicap Factor (Rule 11.6.1).

HCPDIST - Handicapped Distance (Rule 11.6.2).

Contestant - defined in Rule 11.1.1

Finisher - defined in Rule 11.1.2

SCR - Scored Completion Ratio (Rule 11.6.5)

TOC - Actual Time on Course (Rule 11.4.1) - applies only to a Finisher

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

HCPSPD - Handicapped Speed (Rule 11.6.4) - applies only to a Finisher

MINTIME - Minimum Flight Time, as declared by CD

UF - Undertime Finishers - Number of Finishers whose TOC is more than 15 minutes under MINTIME

BESTDIST - Best distance achieved (Rule 11.6.9)

BESTSPD - Best Speed - Greatest value of HCPSPD achieved by any Finisher

MSP - Maximum Speed Points (Rule 11.6.6)

MDP - Maximum Distance Points (Rule 11.6.7)

STF - Short Task Factor (Rule 11.4.2)

BONUS - Airfield Landing Bonus (Rules 10.10.3, 11.4.3)  
POINTS - the calculated score (Rules 11.6.8, 11.6.10)

X11.5 Not applicable

X11.6 Scoring Equations

11.6.1 Handicap Factor  
[not repeated here]

11.6.2 Handicapped Distance

Handicapped distance is scored distance multiplied by the Handicap factor:

$$\text{HCPDIST} = \text{HCP} * \text{DIST}$$

11.6.3 Scored Time on Course:

For Finishers whose TOC is less than MINTIME,

$$\text{STOC} = \text{MINTIME} - ((\text{MINTIME} - \text{TOC}) / 10)$$

For all other Finishers, STOC = TOC

11.6.4 Speed:

$$\text{HCPSPD} = \text{HCPDIST} / \text{STOC}$$

11.6.5 Scored completion ratio:

$$\text{SCR} = ((\text{Number of Finishers}) - 0.75 * \text{UF}) / (\text{Number of contestants})$$

11.6.6 Maximum Speed Points:

$$\text{MSP} = \text{STF} * (600 + 500 * \text{SCR}) \text{ (but not greater than } \text{STF} * 1000)$$

11.6.7 Maximum Distance Points:

$$\text{MDP} = \text{MSP} * (0.8 - 0.2 * \text{SCR})$$

11.6.8 Points for Finishers:

POINTS shall be equal to the largest of the following three quantities:

$$\text{MSP} * \text{HCPSPD} / \text{BESTSPD}$$

$$\text{MDP} + 30 + \text{MSP} * 0.2 * ((\text{HCPSPD}/\text{BESTSPD}) - 0.4)$$

$$\text{MDP} + 30$$

11.6.9 Best Distance:

If there are no Finishers, BESTDIST is the greatest value of HCPDIST achieved by any pilot.

Otherwise, BESTDIST is the larger of the greatest HCPDIST achieved by any Finisher and (BESTSPD \* MINTIME).

11.6.10 Points for Non-Finishers:

$$\text{POINTS} = \text{BONUS} + \text{MDP} * \text{HCPDIST} / \text{BESTDIST}$$

(but not greater than BONUS + MDP)

## 26)Pilot ranking(RCM 41- Minor)

Wording has been revised. A Sport-class regional contest is now worth the same as an FAI-class regional: 92.0 (National contests are 100). A new rule has been added to deal with ranking scores for team entries.

N11.11 Pilot Ranking

N11.11.1 The Contest Weighting Factor is 100.0.

N11.11.2 At the end of an Official competition each regular entrant and each foreign entrant receives a Pilot Ranking Score, used to produce the annual SSA Pilot Ranking List and to determine preferential entry into upcoming contests.

$$\text{Ranking Score} = (\text{Contest Weighting Factor}) *$$

$$(\text{Pilot's cumulative score}) / (\text{Largest cumulative score by a regular entrant})$$

(but the ranking score shall not be greater than the Contest Weighting Factor)

N11.11.3 Not applicable

R11.11.1 The Contest Weighting Factor is 92.0.

R11.11.2 At the end of an Official competition each regular entrant receives a

Pilot Ranking Score, used to produce the annual SSA Pilot Ranking List and to determine preferential entry into upcoming contests.

Ranking Score = (Contest Weighting Factor) \*

(Pilot's cumulative score) / (Class's largest cumulative score by a regular entrant)

R11.11.3 Team entries receive a ranking score that applies to the team; individual members of the team receive a ranking score equal to 75% of the team's ranking score.

S11.11.3 Team entries receive a ranking score that applies to the team; individual members of the team receive a ranking score equal to 75% of the team's ranking score.

X11.11.1 The Contest Weighting Factor is 92.0.

### **27)Task penalty factor(RCM 36- Minor)**

It is now made clear that this is based on the best score of any regular entrant (i.e. guests are exempted).

12.1.2 Task penalties are multiplied by the daily penalty factor, which is equal to the largest daily score (before penalties) of any Regular entrant in the class divided by 1000.

### **28)Start penalties(RCM 49- Minor)**

Wording has been corrected so the total penalty for a small height violation is 25 as originally intended.

12.1.4.3 Start penalty (Rule 10.8.5.6): penalty = 25 plus the sum of the following (neither of which shall be less than zero):

Distance penalty = (Start Distance - Start Radius) \* 200

Height penalty = (Control Height - MSH - 100) / 2

### **29)Reporting(RCM 7,9,10- Minor)**

Simplified: Entrants need not be sent scores (they can see them online); flight log submission no longer required. Reduces paperwork that must be copied by organizers, then sent to and handled by Hobbs office staff.

#### 13.3 Administrative Reporting

Within 14 days of the last scheduled competition day, contest organizers shall send the following:

13.3.1 To each entrant and the SSA:

- The Contest Financial Report

13.3.2 To the SSA:

- A copy of each entrant's Registration Form
  - The balance of Sanction Fees owed
  - Complete official scores in computerized form
- The contest Summary report and each applicable Accident/Incident Report

### **30)Pilots Kit Items**

Rule reference added for the list of designated airfields; “forbidden” changed to “closed”.

5.7.1.5 The following items described elsewhere:

- List of control points (Rule 10.4.6)
- Official database of closed airspace (Rule 10.12.4)
- List of designated airfields (Rule 10.10.3.2)

### **31)Redundant registration rule**

Rule 5.5 is a repeat of 5.4.3.4 – eliminate 5.5 (and renumber succeeding paragraphs).

5.4.3.4 Registration must be complete by 09:00 of the first scheduled competition day; no entries will be accepted later than this.

5.5 Deadline - No entries will be accepted after 09:00 of the scheduled first competition day.

5.5 (delete)

### **32)Contest Manager**

Spell out “Contest Manager” (unlike “CD”, this is not a defined abbreviation).

9.12 Disqualification of an Unsafe Pilot

• A pilot who, in the opinion of a Competition Director or Contest Manager, has demonstrated a problem or a history of safety related problems during participation in one or more contests is subject to review and action by the SSA. Such review will take place upon the submission by a CD or Contest Manager to the SSA Contest Committee Chairman of a written complaint stating the history of the alleged problem(s). This history should be as complete as possible and include statements by witnesses whenever applicable.

### **33)Control point publication**

Minor tweaks to the wording.

10.4.6 Control point publication

10.4.6.1 An official list of all control points (in both printed and electronic form) shall be made available no later than 30 days prior to the first scheduled competition day. The standard format for electronic control point data shall be the Cambridge .DAT format.

10.4.6.2 An official list of all control points shall be included in each pilot's kit.

10.4.6.2 Each control point list shall include a publication date or version number, and all the information specified in Rules 10.4.2 - 10.4.5.

10.4.6.3 If after distribution of any pilot kit, changes to the official control point list are necessary, the CD will ensure that each pilot receives an updated copy and acknowledges receipt by signature.

### **34)Initial grid positions**

“At random” is better than “by a random drawing” – no actual drawing is held.

Old Rule

10.6.1.1 The initial day's grid positions will be determined by a random drawing.

New Rule

10.6.1.1 The initial day's grid positions will be determined at random.

### **34)Sniffer**

Reworded: The final sentence contributed nothing and has been omitted.

Old Rule:

10.6.2.6 The CD may select a radio-equipped sailplane, flown by an experienced soaring pilot (sniffer), to obtain an accurate assessment of the soaring conditions. Based on this assessment, the CD will select the time for the first launch. Subsequent launches, in the assigned order, will follow as soon as practicable and safe.

New Rule:

10.6.2.6 Sniffer - The CD may select a radio-equipped sailplane, flown by an experienced soaring pilot, to obtain an accurate assessment of the soaring conditions and to assist in selection of the time for the first launch.

### **35)Contest validity**

Wording clarified – the ranking score must be “current”, so it could be earned just prior to the start of the competition.

5.1.1.1.2 A minimum of five entrants with a current pilot ranking score greater than 92.0 must have a final score not less than 75% of the winner's final score.

### **36)Roll Call**

Minor tweaks to the wording.

N10.2.4 The CD may change the task after the launch has begun but before the task opens. The task change will be announced by radio and a roll call (in alphanumeric order by contest ID when practical) made to verify that each pilot not already informed of the change is aware of the announcement. If a pilot fails to respond, the CD will re-transmit the information to that pilot, and will then assume that the pilot has the new information.

### **37)Task Parameters**

Spelling of “subsequent” corrected.

10.3.1.1 Task Parameters

- Standard Minimum Task Distance: 60 miles
- Standard Minimum Task Time: 3.0 hours
- Standard Task Time: 4.0 hours
- Minimum length of first leg: 5 miles
- Minimum length of subsequent task legs: 2 miles
- Maximum number of task legs: 11

END