

# **SSA RULES COMMITTEE 2009 COMPETITION RULES - DRAFT CHANGES**

**Version 5 – 2 Jan 09**

This document contains draft text of rules recommended by the SSA Rules Committee for implementation in 2009.

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

When this notation is absent, N is the default. Note that R and S “inherit” rules from N, and X in turn inherits from S.

Additionally, in view of current and past paragraph and section reorganization, all internal references to other rules will be checked for consistency prior to final publication (there are some erroneous references in current rules.). Although some minor additional changes to correct inconsistencies found during the vetting process may be made, no material changes from this document are expected.

## 1. GENERAL

*What was previously Section 2 is now Section 1; it includes the rules designating the purpose of the contest (which formerly was Section 1) as its first paragraph. This allows for the new section on Sanctioning to be Section 2.*

- [N]1.1 The purpose of a National FAI Class Soaring Championship is to determine a National FAI Class Champion and to measure the performance of all 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.
- 1.2 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).
- 1.3 These rules are the agreement between Contest Officials, entrants, and the SSA by which fair and consistent competition is maintained. Failure to hold the contest in conformance with these rules may result in disallowance of the contest or competition days by the SSA.
- 1.4 Copies of these rules are available from the SSA. Comments should be addressed to the Chairman of the SSA Contest Committee and/or current members of the Rules Committee in care of the SSA.
- 1.5 Within these rules, unless otherwise noted:
- Distances are in statute miles.
  - Speeds are in statute miles per hour.
  - Weights are in pounds.
  - Altitudes are in feet.
  - Times-of-day are based on a local 24-hour clock.
- 1.6 National competitions held at the same place and time as other competitions are to be given preference for entry positions, and in gridding and launching.
- [R]1.1 The purpose of a Regional Soaring Championships is to determine a Regional Champion and to measure the performance of all entrants within each class. Performance in Regionals will be used to provide a basis for pilots to qualify for entry into future soaring Championships.
- [S]1.1 The purpose of a National Sport Class Soaring Championship is to determine a National Sport Class Champion and to measure the performance of all 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 applied to minimize score differences due to performance differences between sailplanes.
- [X]1.1 The purpose of a Regional Sport Class Soaring Championships is to determine a Regional Sport Class Champion, to measure the performance of all 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 Regionals will be used to provide a basis for pilots to qualify for entry into future soaring Championships. Handicapping will be applied to minimize score differences due to performance differences between sailplanes.

## 2. SANCTIONING

*This new section lists sanction requirements.*

- 2.1 Sanctioning is the process by which the SSA ensures that a soaring contest is conducted according to rules and procedures that have been shown to lead to safe and fair competition.
- [N]2.2 To obtain a contest sanction, contest organizers must complete an Application for Sanction of National Soaring Competition form and submit it to the SSA Contest Committee.
- [N]2.3 The Application for Sanction (AFS) form should be submitted in time for review prior to the Fall SSA Board of Directors meeting in the calendar year two years prior to the competition.
- [N]2.4 A completed AFS form includes the dates selected for the competition. Contest organizers are expected to coordinate with the SSA Contest Site Selection Subcommittee in order to minimize conflicts.
- 2.5 The AFS form includes a requirement for specific insurance coverage. A continuing condition for a Sanctioned competition is that the specified coverage remain in effect through the final scheduled day of the competition.
- 2.6 Included with the AFS form shall be a detailed description of any requested waiver from the provisions of these Rules. With the exception of any granted waiver, Sanctioned competitions must be conducted in strict accordance with these Rules.
- [N]2.7 The SSA Contest Committee Chairman and the Contest Site Selection Subcommittee review the AFS form and present recommendations for National contest sanctions to the SSA Board of Directors, which retains the final authority to grant or deny Sanction for National contests.
- 2.8 Once a Sanction has been granted, any change to the information provided on the original AFS form requires further review and approval of the SSA Contest Committee.
- [RX]2.2 To obtain a contest sanction, contest organizers must complete an Application for Sanction of Regional Soaring Competition form and submit it to the SSA Contest Committee.
- [RX]2.3 The Application for Sanction (AFS) form may be submitted between 90 days and two years prior to the scheduled start of a competition; a submission at least 6 months in advance is recommended.
- [RX]2.4 A completed AFS form includes the dates selected for the competition. Contest organizers are expected to check the dates of competitions already approved for Sanction, in order to minimize conflicts.
- [RX]2.7 The SSA Contest Committee Chairman and the SSA Regional Director for the proposed contest's SSA Region review the AFS form and announce a decision to grant or deny an SSA Sanction. This decision normally is announced within 3 weeks of receipt of the AFS form.

## 5. Entries

**Preferential entry for contest winners.** *Previously this provision applied to any SSA Medallion winner, but this was found to include too many entrants.*

- [RX] 5.3.4.1 Applicants who finished first in any class of the most recent SSA-sanctioned Regional contest at this site within the previous 2 calendar years have 100 added to their Preference Number.

**Entry deposit and cancellation deadline.** *Deposit that holds an entry position is increased from \$100 to \$150 (existing pre-paid entries will be grandfathered). The last day on which an entrant is entitled to a refund is changed from 14 to 30 days prior to the start of competition.*

- 5.4.2.3 The entry deposit is \$150.
- 5.4.4 The deadline for canceling an entry with full refund of fees paid is 30 days prior to the first scheduled competition day; after this time, money will be refunded at the discretion of the Contest Manager. But an applicant on the Standby list who cancels immediately upon notification that an entry position has become open receives a full refund.

**Pilot requirements.** *Wording adjusted so that only a current SSA membership is needed to submit entry. Proof of ownership no longer needed – declaration is sufficient. Entry class is always required since nationals are now combined. Region of residence and whether the pilot is an entrant or guest are both required to determine preferential entry.*

- 5.5.2.1.1 An SSA number indicating current voting or student SSA membership.
- 5.5.2.1.4 A Pilot Ranking score and source, if earned in the current year.
- 5.5.2.1.5[N] Declaration of the competition class to which entry is sought.
- 5.5.2.1.7[RX] SSA Region of residence.
- 5.5.2.1.8 Whether entering as regular entrant or guest.
- 5.5.3.1.1 Present proof of holding a valid FAA Private or Commercial Glider Pilot Certificate. Foreign pilots (Rule 5.2.5) may present an equivalent certificate from their country.
- 5.5.3.1.2 Present proof of voting or student SSA membership valid through the final scheduled contest day.
- 5.5.3.1.3 Declare the sailplane to be flown and its official configuration. A sailplane will be accepted provided it meets all applicable provisions of these rules.
- 5.5.3.1.4 Declare ownership of the registered sailplane, or show permission of the owner to fly the sailplane in the competition.
- 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 \$1,000,000 per occurrence for bodily injury and property damage liability.

- 5.5.3.1.6 Complete the contest registration form and the waiver/signature form.
- 5.5.3.1.7 Pay the balance of fees owed.

**Notification of acceptance.** Requirement for specification of control points at notification of acceptance has been dropped, as this is addressed in detail in Rule 5.7. This has been moved under 5.3, where it belongs. Excessively long (and never used) 2-week period has been shortened to 1 week.

- 5.3.11 Notification of Acceptance  
Successful applicants shall be notified as soon as possible, and always within a week of acceptance.

**Airspace and control point data.** Database procedures are now clearly specified. Some text has been moved from Section 10 to Section 5 (where it more properly belongs). Remaining Section 10 text will be reorganized.

- 5.7 Contest information
  - 5.7.1 Control Points
    - 5.7.1.1 Control points include turnpoints, start points and finish points.
    - 5.7.1.2 Each control point shall be assigned a unique numeric ID and alphanumeric name.
    - 5.7.1.3 The latitude and longitude of each control point shall be specified. Coordinates of points that coincide with a ground feature shall be accurate to 200 feet or better based on the WGS-84 datum.
    - 5.7.1.4 The elevation of each control point shall be specified, with an accuracy of 50 ft or better.
    - 5.7.1.5 At least one control point shall be located on the home airfield. This shall be designated the home point, and its altitude shall be used as the official altitude of the home field.
    - 5.7.1.6 The standard format for control point data shall be the Cambridge .DAT format.
  - 5.7.2 Airspace
    - 5.7.2.1 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. The CD may declare additional airspace to be closed.
    - 5.7.2.3 Any airspace that lies directly above closed airspace is itself considered closed.
    - 5.7.2.4 Closed airspace is considered closed at all times, except as specifically announced by the CD.
    - 5.7.2.5 Because airspace changes (including but not limited to Temporary Flight Restrictions) 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.

- 5.7.2.6 The standard format for closed airspace data shall be the .SUA format.
- 5.7.3 Contest databases
- 5.7.3.1 Official databases in computerized form of control points (Rule 5.7.1) and of closed airspace (Rule 5.7.2) shall be made available no later than 30 days prior to the first scheduled competition day.
- 5.7.3.2 Each database shall include a unique version number or date/time, which shall be changed each time any change is made to the data.
- 5.7.3.3 Copies of the current databases shall be readily available to entrants at the contest site.
- 5.7.3.4 If after distribution of any pilot kit (Rule 5.7.4), any change to an official database is necessary, the CD will ensure that each entrant is notified of the new version and acknowledges this notification by signature.
- 5.7.3.5 Scoring shall be based on the current version of contest databases.

**Pilot kit.** *Wording adjusted to reflect changes to data requirements (above). A printed list of control points is no longer required.*

- 5.7.4 Pilot kit - At registration, each entrant will receive a package of contest-related information and documents, as follows:
- 5.7.4.1 Required
- 5.7.4.1.1 - A list of all key contest personnel (Rule 3.1)
- 5.7.4.1.2 - A diagram of the contest site showing runways, taxiways, trailer tie-down areas, vehicle routes, and gridding areas
- 5.7.4.1.3 - Gridding, launch, re-launch and landing procedures
- 5.7.4.1.4 - Communication procedures for off-site landings
- 5.7.4.1.5 - List of designated airfields (Rule 10.10.3.2)
- 5.7.4.1.6 - A map or diagram showing the location of all control points
- 5.7.4.1.7 - Designation of the current database versions for control points (Rule 5.7.1) and closed airspace (Rule 5.7.2)
- 5.7.4.2 Suggested
- 5.7.4.2.1 - A map or diagram showing local names for geographic features
- 5.7.2.4.2 - A roadmap covering the contest area
- 5.7.2.4.3 - List of entrants and crews
- 5.7.2.4.4 - Schedule of social events

**Combined classes.** *This option previously applied only to a Combined 15-Meter class; it has been extended to cover three different possible Combined classes.*

[R]5.8.2 As an alternative to separate FAI Classes, combined classes can be included, as follows:

5.8.2.1 Combined 15-Meter Class – All sailplanes must meet the requirements for the 15-Meter Class (6.12.4). A sailplane that also meets the requirements for Standard Class (6.12.5) can compete and receive a 2% daily scored distance bonus.

5.8.2.2 Combined 18-Meter Class – All sailplanes must meet the requirements for the 18-Meter Class (6.12.3). A sailplane that also meets the requirements for 15-Meter Class (6.12.4) can compete and receive a 2% daily scored distance bonus.

5.8.2.3 Combined Open Class – All sailplanes must meet the requirements for the Open Class (6.12.2). A sailplane that also meets the requirements for 18-Meter Class (6.12.3) can compete and receive a 2% daily scored distance bonus.

[N]11.2.3.5 Not applicable

[R]11.2.3.5 For the following entries, daily scored distance is multiplied by 1.02.

11.2.3.5.1 - a sailplane competing in a Combined 15-Meter Class (Rule 5.8.2.1) that meets the requirements for Standard Class

11.2.3.5.2 - a sailplane competing in a Combined 18-Meter Class (Rule 5.8.2.2) that meets the requirements for 15-Meter class

11.2.3.5.3 - a sailplane competing in a Combined Open Class (Rule 5.8.2.3) that meets the requirements for 18-Meter class

## 6. Sailplanes and Equipment

**Flight Recorders.** *6.7.4.3 and 6.7.4.4 are replaced with a simplified version.*

6.7.4.3 Acceptable flight recorders are listed in Appendix B.

**Weight limit.** *This rule that applied to Regional contests in 2008 is now made applicable to National contests.*

6.8.1.1 No sailplane shall fly at a weight greater than the maximum certificated gross weight in the country of origin, nor greater than 1873 pounds (850 kilograms).

**Official weighing.** *Wording adjusted to remove confusion as to whether or not a weighing is Official (and thus whether gliders found not to be in compliance with weight limits are subject to penalties).*

6.8.2.1 The CD shall declare whether a weighing done as sailplanes are moved to the grid is Official or not; any weighing done after gridding shall be considered Official.

**No-ballast day in a National contest.** Allows for the possibility of a no-ballast day in a National contest.

- [N]6.8.3 No-ballast rules  
Under unusual circumstances that in the judgment of the CD make the use of disposable ballast inadvisable, the CD shall announce prior to the first launch that no-ballast rules are in effect:

**Motorized sailplanes in 15-Meter and Standard class National contests.** The change that allowed motorized sailplanes in 15-Meter and Standard classes applied to Regional contests in 2008. It has now been extended to National contests, as planned.

- [N]6.12.4.2 Motorized sailplanes (Rule 6.3) are permitted

- [N]6.12.5.5 Motorized sailplanes (Rule 6.3) are permitted

## 8. Protest

**Rules inquiry and protest.** Paragraph 8.3 was incorrectly omitted from last year's rules. It is now made clear that protests relating to scores can happen up until a day become Official. Requirement for notification of intent to appeal was added to 8.5.

- 8.1 Each entrant is expected to follow these rules and the rulings of the Competition Director, who is the enforcer and arbiter of these rules. For a protest against a ruling of the CD to be sustained there must be clear evidence that a provision of these Rules was not followed.
- 8.2 An entrant may request an explanation of an action or decision made by any contest official. This request shall be made of the CD, either orally or in writing. The CD shall respond in kind, as promptly as possible and always within 24 hours.
- 8.3 If an entrant feels that these rules have been incorrectly applied, a written protest must be delivered to the CD as soon as is practical. A protest relating to scores shall be delivered prior to the day in question becoming Official (Rule 10.9.3); others shall be delivered within 24 hours of the protested incident or ruling.
- 8.4 The CD shall issue a prompt written ruling on the protest, giving the reason for the ruling. In arriving at a decision, the CD shall seek advice from the Contest Competition Committee and may ask for statements from witnesses, etc. The ruling shall be issued within 24 hours of receipt of the written protest.
- 8.5 Appeal of a decision of the CD shall be directed to the SSA Contest Committee Chairman and must include all relevant documents such as the written protest, the CD's written decision, statements of witnesses, etc. Written notification of intent to appeal must be given to the CD within 24 hours of the CD's decision and the appeal must be delivered to the SSA within ten days of the decision. The Chairman of the SSA Contest Committee shall seek advice from members of the SSA Rules Committee, and shall make a prompt response, in writing, giving a decision and the reason for it.



- 8.6 Further appeal may be directed to the SSA Board of Directors which may revise or let stand the decision of the Contest Committee. If the SSA Board of Directors elects to revise the decision, it shall make a prompt response in writing.

## 9. Safety

**Accident/incident investigation.** *Formerly, though this was expected the need for cooperation was never made explicit, and a pilot was fully within his rights to refuse to discuss an accident or incident.*

- 9.12 Entrants who are involved in or witness any accident or incident shall cooperate with the CD in completion of the associated Accident/Incident Report (Rule 13.2).

## 10. Contest Flying

**Maximum number of turnpoints.** *Previously specified as 11 task legs, which was incorrect.*

- 10.3.1.1.6 - Maximum number of task turnpoints: 11

**Maximum start height.** *Minimum MSH has been reduced from 5000' to 3500' to allow CDs at eastern contest to more readily keep the MSH below cloudbase. Along with this will be instructions in the Rules Guide that recommend setting a MSH low enough to discourage flight near cloudbase.*

- 10.8.5.1 Each task shall include a Maximum Start Height (MSH) above the home field. This height shall not be less than 3500' AGL nor more than 10000' AGL.

**Flight recorder failure.** *Rules 10.5.4.1 and 10.5.4.2 are eliminated; they are obsolete and potentially conflict with rules on how to handle gaps in a flight log.*

*10.5.4 has been enhanced to allow for backup logs from devices that are normally not approved (such as an SN-10 for US Team points in a National contest). Applying a penalty for multiple use of the rule helps to keep this a manageable problem for Scorers.*

- 10.5.4 Flight log problems
- 10.5.4.1 Use of multiple flight logs
- 10.5.4.1.1 A pilot with multiple incomplete flight logs may receive credit for a flight by submitting all available flight documentation.
- 10.5.4.1.2 The CD shall examine all flight documentation to determine the points at which the flight was properly controlled. Any portion of a Flight Log may be used to determine proper control.
- 10.5.4.2 Use of a sub-standard flight recorder
- 10.5.4.2.1 A pilot without a flight log from a primary flight recorder meeting the requirements of Appendix B may receive credit for a flight by submitting a flight log from a flight recorder in the sub-standard category.

- 10.5.4.2.2 The acceptable sub-standard flight recorders are listed in appendix B
- 10.5.4.2.3 The transfer of the flight log from the flight recorder must be done by a procedure acceptable to the scorer, which may include direct supervision if deemed appropriate by the scorer
- 10.5.4.3 An entry may make use of the provisions of either Rule 10.5.4.1 or 10.5.4.2 once during a competition without penalty; subsequent use of either rule incurs a penalty (Rule 12.1.4.8 for 10.5.4.1, Rule 12.2.5.5.7 for 10.5.4.2) for each such case.
- 12.2.5.5.7 Scored by use of a sub-standard logger on a valid contest day, penalty = 100.

**Publication of flight documentation.** *Wording adjusted to make it clear that timely publication of flight documentation is required. Option to suppress post-contest flight log publication has been removed, as this is covered under Rule 11.2.2.8.*

- 10.5.1.5 The Scorer shall publish daily flight documentation available to entrants no later than the next daily pilot meeting. This requirement can be satisfied by posting such documentation in an accessible place on a common storage medium (e.g. compact disk or thumb drive), or on a website to which access is readily available to any entrant.
- 10.5.1.6 At the end of the competition the Scorer will publish all flight documentation to a publicly accessible website.

**Motorglider re-launch procedures.** *Re-launches without a landing are now permitted.*

- 10.6.3.7 Re-launching.
- 10.6.3.7.1 Pilots may land at the home field without the use of power and then re-launch in the sequence of the CD's auxiliary launch list (Rule 10.6.1.2).
- 10.6.3.7.2 Pilots in the air may start their power unit within 1 mile of the home airfield, then follow the launch procedures above. A pilot who makes use of this option is not eligible for a start time earlier than 15 minutes after engine start; a start time earlier than 20 minutes after engine start incurs a penalty (Rule 12.1.4.10).
- 10.6.3.7.3 Whether or not it includes a landing, each re-launch counts against the maximum number of launches allowed each day (Rule 10.6.2.3).
- 10.6.3.7.4 Any use of the power unit other than during the initial launch of the day must be noted on a Task Claim form submitted to the Scorer.
- 12.1.4.10 Start time earlier than 20 minutes after use of a motorized sailplane's power unit for re-launch (Rule 10.6.3.7.2) – 100 points.

**Starting.** Rule 10.8.2.1 is as it was for Regional contest in 2008. **Rule 10.8.6 has been changed such that starts will only receive distance credit for distance flown from the "front" half of a start cylinder.** Rule 10.8.5.3 includes the concept of the Start Position, necessary to properly measure first-leg distance. Note that R10.8.6 contained an error (it called for subtracting the Start Radius) which is fixed here.

- [N]10.8.2.1 A valid start is a start obtained after the task has opened and after the pilot's last launch. A pilot must have a valid start to be given a scored start time and position. The last valid start of the claimed task is used unless i) it incurs a penalty under Rule 10.8.5.6 and Rule 12.1.4.3, in which case the best-scoring valid start is used or ii) the pilot has achieved one fix more than 5 miles outside the start cylinder after a start which otherwise qualifies, in which case that previous start may be used.
- 10.8.5.3 A start occurs each time a sailplane exits a Start Cylinder (either through the side or the top); at least one fix must lie within the cylinder. The following shall be determined:
- 10.8.5.3.1 - Start Fix - the latest fix within the Start Cylinder
- 10.8.5.3.2 - Start Time - the interpolated time the sailplane exited the Start Cylinder
- 10.8.5.3.3 - Start Position - the interpolated position at the Start Time
- 10.8.5.4 A pilot may claim a start based on a fix near to but not within the Start Cylinder; such a start incurs a penalty. The following shall be determined:
- 10.8.5.4.1 - Start Fix - the fix claimed by the pilot
- 10.8.5.4.2 - Start Time - the time of the Start Fix.
- 10.8.5.4.3 - Start Position - the position of the Start Fix
- 10.8.5.5 For each start, the following shall be determined:
- 10.8.5.5.1 - Control Fix - the fix with the greatest altitude during the 2 minutes preceding the Start Fix.
- 10.8.5.5.2 - Control Height - the difference (in feet) between the altitude of the Control Fix and the elevation of the home field.
- 10.8.5.5.3 - Start Distance - the distance (in miles) from the Start Fix to the Start Point.
- 10.8.5.6 If the Control Height exceeds MSH or the Start Distance exceeds the Start Radius, a penalty will apply (Rule 12.1.4.3).
- 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.**
- 10.8.7 While inside or within 2 miles of any Start Cylinder that has been designated for use by any competition class, pilots are expected to avoid flight at indicated airspeeds greater than 115 mph and to pay particular attention to safe flight near circling sailplanes.

**Rolling finish.** This change makes it clear that a rolling finish applies only when a gate is in use, and not when a finish cylinder is specified.

- 10.9.2.1 When a Finish Gate is in use, the CD shall designate one or more rolling finish areas on the home airfield.

**Cylinder finish.** This change eliminates the incentive for a pilot who finishes below Minimum Finish Height to try to climb to MFH while close to home and low.

- 10.9.3.3 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 when a flight log shows a fix within this cylinder.
- 10.9.3.4 The finish time is taken as the interpolated time the sailplane entered the Finish Cylinder. The Finish Altitude is the interpolated altitude at the finish time.
- 10.9.3.5 A penalty applies when the Finish Altitude is less than the Minimum Finish Height. This penalty (Rule 12.1.4.5) is based on the Finish Height Difference, which is the Minimum Finish Height minus the Finish Altitude.

**Gate finish.** Requirement for communication from a Gate Director has been removed.

- 10.9.4.3 Communications  
When four miles from the finish gate, the pilot shall transmit "[Contest ID] four miles.

## 11. Scoring

**Finishers with distance close to maximum TAT distance.** Rule that applied to Regional contests in 2008 is now made applicable to National contests.

- [N]11.6.3.2 For finishers whose TOC is less than MINTIME:  
 $STOC = MINTIME - (MINTIME - TOC) * UTFACTOR$   
 For a Turn-area task:  
 $UTFACTOR = 0.1 + 6 * ((DIST / MAXTATDIST) - 0.85)$  (but not less than 0.1, nor greater than 1.0)  
 otherwise, UTFACTOR = 0.1

**Score status and publication.** Wording adjusted for clarification. Requirement that day stays Unofficial until 9:00 of day+2 is made clear.

- 11.9.3.1 A contest day acquires its Official status 24 hours after the latest of:
- 11.9.3.1.1 - All flight documentation is analyzed and published in accordance with Rule 10.5.1.5.
- 11.9.3.1.2 - Final Unofficial scores are published
- 11.9.3.1.3 - Protests are resolved
- 11.9.3.1.4 - 9:00 the day following the contest day
- 11.9.3.2 A day that meets the requirements of Rule 11.1.3 has the Official status of Valid; otherwise it is a No-Contest day. The CD should announce the status when the day becomes Official.
- 11.10.1 Unofficial score sheets and flight documentation shall be published as soon as practicable, but no later than the next daily Pilot Meeting (or 9:00 the next day, in the case of a day without a Pilot Meeting).
- 11.10.2 A score sheet shall be published for every day on which any entrant achieved a scored distance greater than zero.

- 11.10.3 An Official score sheet shall be published as soon as possible after a competition day is declared Official (Rule 11.9.3.1).
- 11.10.4.4 - Notation as to whether scores are Preliminary, Unofficial or Official.

### 13. Reporting Requirements

**Contest reporting.** *Wording adjusted for clarification. The Contest Summary Report is now explicitly made the responsibility of the Contest Manager.*

- 13.2 The Competition Director shall ensure that an Accident/Incident Report is filled out for every incident that caused, or had a reasonable probability of causing, damage or injury.
- 13.3 Administrative Reporting - Within 14 days of the last scheduled competition day, the Contest Manager shall send the following:
- 13.3.1 To each entrant and the SSA:
- 13.3.1.1 - The Contest Financial Report
- 13.3.2 To the SSA:
- 13.3.2.1 - A copy of each entrant's Registration Form
- 13.3.2.2 - The balance of Sanction Fees owed
- 13.3.2.3 - Complete Official Scores in computerized form
- 13.3.2.4 - The Contest Summary Report
- 13.3.2.5 - Each applicable Accident/Incident Report (Rule 13.2)

## Appendix B

Approved flight recorders for 2009

The list of IGC approved loggers is at

[http://www.fai.org/gliding/system/files/igc\\_approved\\_frs.pdf](http://www.fai.org/gliding/system/files/igc_approved_frs.pdf)

Primary Logger	All Natn'l	Rgn'l FAI	Rgn'l Sports
IGC "All Flights"	X	X*	X*
IGC "All Badges"	X	X*	X*
IGC "Up to Diamonds"		X*	X*
ILEC SN10**		X*	X*
NK ClearNav**		X*	X*
RC Approved*** COTS log			X
RC Approved**** PDA log			X

Sub -standard Logger	All Natn'l	Rgn'l FAI	Rgn'l Sports
IGC "All Flights"	X*	n/a	n/a
IGC "All Badges"	X*	n/a	n/a
IGC "Up to Diamonds"	X*	n/a	n/a
ILEC SN10**	X*	n/a	n/a
NK ClearNav**	X*	n/a	n/a
RC Approved*** COTS log		X	n/a
RC Approved**** PDA log			n/a

\* Intact physical security seal not required

\*\* Unless subsequently qualified at a higher IGC level

\*\*\* None are approved at this time, all use of COTS loggers plus download software and procedures in 2009 will be by RC waiver

\*\*\*\* Approved PDA software:

CEGlide	<a href="http://www.ccsi.com/~inadas/index.htm">www.ccsi.com/~inadas/index.htm</a>
Cumulus	<a href="http://www.kflog.org/cumulus/">www.kflog.org/cumulus/</a>
flyWithCE Navigator	<a href="http://www.flywithce.com/">www.flywithce.com/</a>
Glide Navigator II	<a href="http://www.cumulus-soaring.com/gn.htm">www.cumulus-soaring.com/gn.htm</a>
GPS_LOG*	<a href="http://www.soaringpilotsoftware.com/GPS_LOGpage.htm">www.soaringpilotsoftware.com/GPS_LOGpage.htm</a>
SeeYou	<a href="http://www.naviter.si/index.php">www.naviter.si/index.php</a>
SoarPilot*	<a href="http://www.soaringpilot.com/index.html">www.soaringpilot.com/index.html</a>
pocketStrePla	<a href="http://www.strepla.de/">www.strepla.de/</a>
WinPilot	<a href="http://www.winpilot.com/Gliders.htm">www.winpilot.com/Gliders.htm</a>

XCSoar*	<a href="http://www.xcsoar.org/">www.xcsoar.org/</a>
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