

SSA RULES COMMITTEE

2011 COMPETITION RULES - DRAFT CHANGES

This document contains draft text of rules recommended by the SSA Rules Committee for implementation in 2011 and additionally describes waivers available for trying multiple handicapped classes in regional contests.

Changes:

- Version 1 – initial

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

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

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

1. A 3 Day National Contest Will Now be Valid (but Devalued)

A three-day Nationals will be considered valid, but with contest weighting reduced to 95 from 100. This proposed change was announced in 2009, scheduled for adoption in 2011.

[N]4.4 For an official National Championship, at least three valid competition days (as defined in Rule 11.1.3) are required.

[N]11.11.1 For a contest with four or more valid competition days (as defined in Rule 11.1.3), the Contest Weighting Factor is 100.0. For a contest with three valid competition days, the Contest Weighting Factor is 95.0.

2. World Class Must Meet Same Number of Entries Requirement as other Classes

Formerly, an exception was for the World Class. This was intended to be temporary. All classes are now treated equally. *Rule 6.12.6.6 is deleted for both national and regional contests.*

[N]5.2.1.1.1 At least 8 entrants must achieve a final score not less than 40% of the winner's final score.

~~[N]6.12.6.6 For an Official competition, the minimum number of entrants meeting the provisions of Rule 5.2.1.2 shall be five.~~

[R]5.2.1.1.1 Minimum - For an Official competition, a class must have at least five entrants whose final score is greater than zero.

~~[N]6.12.6.6 For an Official competition, the minimum number of entrants meeting the provisions of Rule 5.2.1.1 shall be three.~~

3. Flarm Equipment Allowed

FLARM and other anti-collision devices are now explicitly allowed. A full discussion of the Rules Committee's position and recommendations on this subject is available in a separate document available on the SSA – Competition Rules website. This language is very likely to be amended to be more specific before the final rules are implemented, once Flarm becomes available and its exact features and modes of operation are known

6.6.3 Carrying any two-way communication device is prohibited, with the following exceptions, each of which must be a standard, commercially available model that is not used to provide any in-flight capabilities beyond those referenced below:

- An aircraft-band VHF radio
- An aircraft transponder
- A wireless telephone (which is not to be used during flight)
- A air-to-ground position reporting device
- An anti-collision device (Note: this is not meant to forbid the use of a standard GPS output data stream or GPS log produced by the device).

Appendix SPOT is an example of an air-to ground position reporting device. Examples of anti-collision devices include Flarm and PCAS such as the Zaon MRX unit. Though Flarm is not required, the Rules Committee recommends the use of Flarm by every competition pilot. The potential safety benefit is large. This could be a suitable topic for a safety briefing

4. New Provision for a "Limited Ballast" Day

This rule allows equalization of takeoff weights on days when full ballast cannot be carried for operational reasons.

6.8.4 Limited-ballast rules
When circumstances dictate and at least one hour before grid time the CD may announce a limited-ballast day:

6.8.4.1 A maximum takeoff weight shall be announced.

6.8.4.2 Sailplanes may carry disposable ballast that yields a takeoff weight not greater than the announced maximum.

6.8.4.3 Sailplanes may exceed the maximum takeoff weight only if they follow no-ballast rules (6.8.3, only tail ballast used for c.g. purposes may be disposable) and if they do not carry removable fixed ballast (bags of shot, sheets of lead, or any other baggage whose only purpose is to increase weight).

Appendix: This rule allows some ballast when takeoff or other important safety or operational considerations make the use of full ballast inadvisable. It allows some equalization of takeoff weights, for example to partially address the wing loading advantage of motorized sailplanes. The maximum takeoff weight can be set to any value that the CD determines provides a balance between fairness, safety, and the operational consideration motivating a limited ballast day. In a mixed class (e.g. 15/18) regional, the CD may set different weights for gliders from each class, to establish a roughly equivalent wing loading.

5. Omission of Daily Safety Talk is not a Basis for Protest

Best practice is that safety briefings should always be given, but omission is not a basis for protest.

9.1 A Safety Briefing is strongly recommended at each daily pilots' meeting. Suggested briefing subjects include start procedures, gaggle flying, maximum speeds, finishing, landing and rollout procedures, off-airfield landings, safety equipment, and local concerns.

6. CD Can Scrub Day if Pilot Abandons Task to Assist with Incident

Provides for dealing fairly with a situation where a pilot or pilots must abandon the task to assist with a serious incident.

9.14 If a crash or other incident requires that a competitor abandon the task, the day results can be discarded. The CD may take this action directly, or pilots may petition under this section or Rule 11.1.3.

Appendix This provision should be applied only in a serious case when pilot help is truly needed. Examples include helping to locate a downed pilot or helping with rescue efforts, either from the air or after landing nearby.

7. No Additional Scored Distance Following a Midair Collision

A pilot involved in a midair collision is scored as having landed at the location the collision. The airport bonus will still apply if the pilot subsequently lands at an airport.

- 9.15 A pilot involved in a midair collision becomes ineligible for additional scored distance at the time and position of the collision. The pilot is still eligible for the airport landing bonus.
- Appendix No points are available for further flight, though airfield landing bonus points still apply. The pilot retains sole judgment & responsibility for continued flight safety.

8. CD Can Set Safety Finish to 5 or 10 Statute Miles

Allows CD discretion.

- 10.9.5.1 The Safety finish area is a cylinder centered on the Finish Point with a radius of 5 or 10 miles, as announced by the CD.
- 10.9.5.3 When a Safety finish is active, a pilot may (using a Task Claim form - Rule 10.5.1.3.1) claim a finish by obtaining one fix within the Safety finish cylinder, provided the slope from the claimed fix to the Projected Finish Location is not less than 200 feet per mile and no claimed turnpoint was achieved after the time of the claimed fix.
- 10.9.5.3.1 When a Finish Cylinder is in use, the Projected Finish Location is the nearest part of the Finish Cylinder at the minimum finish height
- 10.9.5.3.2 When a Finish Gate is in use, the Projected Finish Location is the Finish Point.
- 10.9.5.5 The pilot's scored finish time is taken as the time of the claimed fix plus a time adjustment of one minute per mile for the distance from the claimed fix to the Projected Finish Location.
- Appendix: The CD should generally use the 5 mile radius. The larger 10 mile radius can substantially affect the fairness of the race, especially on MAT tasks where pilots may be approaching from opposite directions and part of contest tactics involve how to return to the airport.

9. Landing not Required before Subsequent Task Attempt

Removes the requirement to land before attempting the task again.

- 11.2.2.4 Task completion – The pilot has completed the task if all turnpoints are valid, yield a scored distance (Rule 11.2.3) not less than the Standard Minimum Task Distance, and the pilot obtained a scored start time, a finish time prior to finish closing, and either landed at the contest site or after finishing obtained a valid start (10.8.5) and a subsequent fix at least 5 miles from the start fix. Otherwise the task is incomplete.
- Appendix This rule allows a pilot to finish a task and then make another attempt without having to land and without jeopardizing the results of the first attempt. The change also ensures that a pilot who finishes so low that s/he fails to reach the airfield cannot claim s/he was off on a second task attempt.

10. MAT/TAT Scoring Change Removes Incentive to Finish Early

This change alters the scoring of very slow pilots (i.e. those who return home after a small percentage of MINTIME).

- 11.6.8 Points for Finishers:
POINTS shall be equal to the larger of the following two quantities:
- $MSP * SPEED / BESTSPD$
 - $MDP * DIST/BESTDIST + 30$ (But not greater than $MDP + 30$.)

11. Landing at an Airport – Coordinates are no Longer Assumed

Landing out at an airport is now to be treated like any other landout for the purpose of distance calculation. The second sentence of the rule is deleted.

- 11.2.1.2 Control points (Rule 5.6.1), landing sites, and other points of significance will be designated by latitude/longitude coordinates with accuracy per Rule 5.6.1.3.
~~Coordinates for a landing at an airfield will be taken at a standardized location on the airfield.~~

12. Multiple Handicapped Classes Allowed in a Regional by Waiver. Includes Provision for Use of Water. The Following Provides the Prototype Rules to be Followed by Waiver if Requested.

This is not a rules change, but offers organizers the opportunity to try multiple handicapped classes and/or a handicapped class that allows water ballast. The following provides the prototype rules to be followed as part of a waiver granted to try this option. If these are popular, they will become part of the rules.

- [X] n.n Multiple handicapped-class regional competition. Contest organizers may declare up to three distinct handicapped classes. Classes may be separated by handicap range, and such handicap ranges may overlap. (for example Class A: 0.95 and above; Class B: 1.1 – 0.90; Class C: 1.0 and below.) Classes may also be separated by tasking philosophy, i.e. a “pro” vs. “leisure” class with more challenging tasks in the former. The number and type of classes may be designated on the application for sanction form, or may be determined at the contest, once the entrants are known. Other than this rule and 6.8.4 allowing ballast, handicapped classes follow sports class rules.
- [X]6.8.4 Organizers may allow water ballast, and may do so for any or all handicapped classes. If a class is allowed the use of water ballast then:
- [X]6.8.4.1 Gliders in this class shall be assigned handicaps based on their reference weight, without the usual adjustment for actual dry weight. That handicap will remain in place whether or not the pilot chooses to fly with water on a given day.
- [X]6.8.4.2 The CD retains the right to declare a no-ballast day or limited takeoff weight day, and this action shall not affect handicaps for “wet” gliders.

13. Errata: Oversubscribed Contests

This rule is dropped as it is no longer necessary.

~~[PX] 5.3.12 Entrants accepted into an oversubscribed contest may not change classes.~~

14. Errata: Radio Call Required at Finish for Cylinder Finish

The requirement to make a radio call when finishing with a cylinder finish was inadvertently dropped last year.

- 10.9.1.2.1 When four miles from the Finish Point, the pilot shall transmit "[Contest ID] four miles." When a finish could come from more than one direction, this call shall also include the direction from which the pilot is finishing.
- 10.9.1.2.2 When a finish cylinder is in use (Rule 10.9.2), the pilot shall transmit "[Contest ID] Finish" when crossing the perimeter of that cylinder.

15. Errata: Start/Finish Height Specification

Corrects nomenclature as a Height is an AGL number.

- 10.8.5.1.3 Maximum Start Height shall be communicated as its equivalent MSL altitude.
- 10.9.2.2 A task shall include a Minimum Finish Height above the home field, set by the CD at least high enough that pilots who finish at or above that height can return to the home field for a normal pattern and landing. The Minimum Finish Height shall be communicated as its equivalent MSL altitude.