

**2018 SSA Competition Rules Committee Meeting Minutes -Final**  
**Palo Alto, CA**  
November 3, 2017

**Meeting begins: 8:55am**

**In Attendance:**

9B     Andy Blackburn  
H7     Bif Huss  
UH     Hank Nixon  
DT     David Coggins  
EA     Rich Owen  
X     John Good

**Election of Officers and Committee Appointments**

RC Chair	9B
Secretary	DT
Rules Writer	X
Rules Change Summary	X/9B
Pilots' Opinion Poll writer	H7
Pilots' Opinion Poll publisher	9B
Pilot Ranking List	John Leibacher
Handicap Sub-Committee Chair	Barry Jaeger
Winscore Liaison	9B /John Godfrey
SSA Website Liaison	EA
Scoring Adviser	John Godfrey

**Future Schedule**

Date	Action	Assignee
11/21	Meeting Minutes to committee	DT
11/28	Minutes comment period ends	All
12/6	Publish minutes on SSA website, Publish Poll results	DT
12/6	Completed draft of all rules and appendix changes to committee, cross reference links vetted.	X
12/7-20	Rules change review period	All
12/29	Publish Rules Change Summary on SSA website and send to CMs/org list	UH/9B
1/10	Pilot comment period closes	All
1/17	Final rules changes agreed	All
1/24	Draft rule change document published to committee for review	X
1/24-2/1	Rule vetting	All

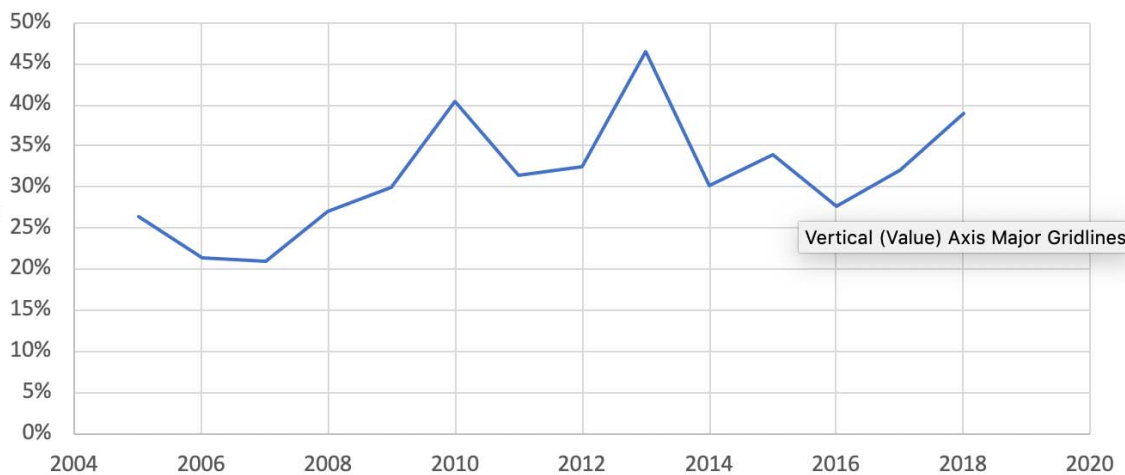
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2/1	Final rule documents vetted	9B
2/7	Blue book cutoff date - documents transmitted to Hobbs	9B
3/1	Publish Rules on SSA website	UH/9B
3/1	Handicap committee complete with 2019 updates	Barry/UH
8/15	Poll topics to poll writer	All
9/20	Poll to Aland for publication	H7
9/1	Call for nominations to committee	UH
10/1	2019 Pilot Poll and Election announcement	9B/UH
10/1	Poll Opens	Aland
10/20	Poll Closes	Aland
11/8-10	2019 RC - Meeting November 8-10, 2019	9B

**ADMINISTRATION**

1) Poll participation. 189 people responded, up from 152 last year. Election drew 186, the highest since 2009, and only one less than best since 2005. About 75% of the national pilots responded and about 44% of regional pilots responded. Multiple announcements were made on RAS and an e- mail blast to all on the ranking list was done by me using the SSA utility, followed by John Godfrey announcing twice using an adapted list on the SSA E-news list server. Andy did multiple announcements on RAS, each of which caused more participation. Only a very few of the total of about 560 came back as bad addresses, or Spam filtering. Comments were numerous (over 1000) and thoughtful by those that participated. It is not clear how many on the list are still not getting the messages. Efforts so far to engage SSA resources in addressing this issue have not borne fruit.

**Poll Participation - Percent of PRL Pilots**



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- 2) RC Election. Andy Blackburn returning to serve a second 4-year term, now as Rules Committee Chair. Rich Owen elected to serve a 1-year term, replacing Hank Nixon.
- 3) REVIEW IMPACT - Identify and eliminate as many differences between regional and national rules as possible. Use tables in the rules text for display where differences must exist. Reduce to one rule text for regional and national
- 4) Include CMs/CDs in review of proposed rule changes. (Feedback from Perry rules session)

**DISCUSSION OF 1- 4:**

2018 Poll, Increase 24% over last year (2018 - 189, 2017 - 152). Election drew 186, the highest since 2009, and only one less than best since 2005. About 75% of the national pilots responded and about 44% of regional pilots responded.

Multiple distribution platforms and announcements made for both Rules Poll and Election notice. However, SPAM filters and broken links continue to impede RC distribution.

**Action:** UH and 9B to research better tool/platforms to distribute the Rules Poll and Election notices for 2019.

**RC Election:**

Congratulation to Andy Blackburn (9B) returning to serve a second 4-year term, Rules Committee Chair  
Welcome aboard, Rich Owen (EA) elected to serve a 1-year term, replacing Hank Nixon.

Need to broaden Rules Polling community to include CMs/CDs.

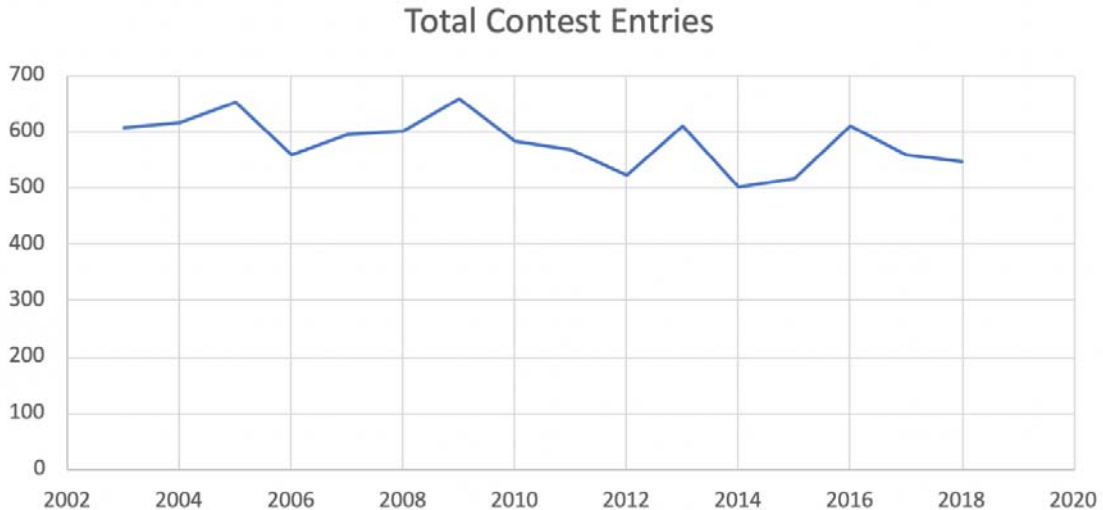
**Action:** EA – Generate list of contest managers to survey their inputs regarding how the rules affects their ability to manage contest.  
H7 - to help formulate the survey questions and distribute.  
EA – develop more proactive approach to site selection and development  
UH – ask Hobbs to forward CM feedback from contest forms to RC

**PARTICIPATION**

- 5) UPDATE – UH study - Total entries in 2018 were basically flat at 547 compared to 559 for 2017 and 610for 2016. Regionals up/flat at 426-- versus 423 and 455 in

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2017 and 2016. Nationals down slightly at 121 compared to 136 and 145 in 2017 and 2016. Full report appended



6) Review of 2017 action items:

Actions:

- a. Advice for organizers to get new pilots: Split weekend format, mentoring, 2-seater classes, task for lots of airports to ease retrieves.
- b. Social events most nights
- c. GTA-type local events
- d. Hybrid Regional/OLC events
- e. Rookie school
- f. Mentor team flying – especially at practice days.
- g. Target audiences:
  - Youth (low yield but high potential)
  - Mid-40s pilots with time, money and some independence, especially lapsed glider/racing pilots
  - OLC pilots
  - HG/PG pilots looking for less physically demanding ways to fly

**Action:** 9B/UH/X – Generate new pilot intake best practices for CM guide

Discussion:

- Barriers to participation – Poll comments.
- Growing participation – Group discussion. All bring at least one specific idea.

**DISCUSSION OF 5 and 6:**

Contest participation has mainly stabilized over the last few years. Contest organizers need to market their contest and not rely totally on posting to the SSA

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racing calendar. RC brainstorming of possible ways for organizers to market their contest.

Marketing:

Contest organizers to market their contest suggestions.

Look at OLC, who is flying in your area.

Set aside one (or two) day prior to the contest as a training day.

Local knowledge dissemination

We want you to participate

Rookie School

Mentorship

Webinars'

Training Classes on the local area

Marketing Regionals as training cross-country

Site selection:

Deadline for 2020 selection is December 15, 2018

How we select/establish the year's contests can influence participation significantly.

Concern regarding combination of some classes may reduce participation. For example, those pilots who have 15/18M.

Document of sharing best practice for contest organizers: EA has started soliciting from various areas of the US contest sites their information to augment the current document on the SSA page.

Barriers to participation:

Time and Money

Long drives to contest location(s) with respect to home location

Contest site known to have questionable weather during the contest period

Value of participation per dollar spent... Entertainment reward.

Growing participation:

Reference Marketing.

**SPECIFIC TOPICS BY RULES SECTION**

**SECTION 1.0 GENERAL**

None

**SECTION 2.0 SANCTIONING**

None

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**SECTION 3.0 CONTEST PERSONNEL**

- 7) Review of 2018 change - volunteer acknowledgement changes
- Feedback from pilots or organizers?
  - Operations – is it being done? Is it a burden on anyone to execute?

**DISCUSSION OF 7:**

Need to automate the credit request extension. Currently, individual request.  
Place on entry form a check box “Have you participated as a CD...”

**Action:** 9B/Doug Easton to place on form

**SECTION 4.0 PERIOD OF THE CONTEST**

- 8) Shorter Nationals. Poll: No change – 53%, 7 days – 26%, 8 days – 10%, 9 days – 4%.

**No Change**

**SECTION 5.0 ENTRIES**

- 9) Review of 2018 change – more flexibility in wording of rules regarding contest fees.  
Any feedback?

**Action:** 9B to review language. EA to review and Streamline Guidelines.

- 10) Electronic signing of contest entry forms. (Perry rules meeting feedback).

**Action:** Yes, Doug Easton and EA to establish electronic signing on forms.  
EA/9B/H7 to establish electronic payment capability, as well.

- 11) Review of 2018 action item - Formalize the process for handling entries in oversubscribed multi class nationals. This has been handled by a process set up under a previous waiver that is not well understood or available to all. (Giltner e-mail 8/31/17).

**Action:** UH to clarify the process of handling oversubscribed multi class nationals.

- 12) Review of 2017 action item - Consider whether the co-location of 3 classes, Open, 15M, Std, as has been done for the last 3 years, may have the effect of limiting participation due to class allocation. UH recommendation is to pair Std. with another class. Formalize our recommendation to the site selection committee.

**Action:** Formalize our recommendation to the site selection committee.

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- a. Avoid three-class nationals can create constraints on entries and limit participation
- b. Proposal – Group classes such that limits are not reached. Pairings: 20M/Std, 15/Open, 18/Club, Sports
- c. Note: 2019 pairings: 15M (east), Std/Sports (east), 18M/Open (mid), 20M/R7 (mid), Club (mid).
- d. Note: Some complaints that 18M and Open should separate to allow pilots with 18/21M gliders to have a contest on their side of the country or fly both.

**Action: UH**

- 13) Review of 20M Class - Aside from the bad Mifflin weather, any feedback on 20M as a class?
- Participation?
  - Limited handicapping?
  - Conflicts with Sports or Open Class Nationals?

**DISCUSSION OF 13:**

The first 20M class contest had approximately 15 participants. Went well besides the weather not cooperating. The 20M class is new for the US and the RC would like to see it succeed.

2019 Albert Lea, MN

2020 Montague, CA

Limiting handicapping, reference line item 28.

**SECTION 6.0 SAILPLANES AND EQUIPMENT**

- 14) Change wording in 6.8.1.3.2 to allow multi-seat gliders taking occasional passengers to obtain a handicap based on maximum weight for the contest rather than weight on first contest day.
- 6.8.1.3.2 For other entries, Competition Weight is the weight at the first contest launch. The sailplane shall be within 10 pounds of this weight for every contest launch.

**Action: X** to address the wording “Highest weight to be experienced”

- 15) Technology in the cockpit

Poll Results

- Flarm (85% carry, 95% of most active top two quintiles of pilots)
- ADS-B Out (12% carry, 39% plan to)
- Tracking (90% carry, mostly Spot)

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- Weather (18% have tried – relatively flat)
- AHRS (18% have installed)

Discussion of trends and potential impact on safety, fairness, enjoyment of racing. Implications for rulemaking.

**DISCUSSION OF 15:**

RC continues to monitor

- 16) Action from 2017 meeting: No change for 2018 for mandatory FLARM. **Fair warning:** The RC has a favorable inclination to mandate FLARM at Nationals in the next two years. 69% of poll favor mandatory FLARM at Nationals (76% of top two quintiles of most active pilots, including nearly all pilots who fly Nationals). Discuss potential RC action to announce mandatory Flarm carriage at Nationals beginning in 2020.

**DISCUSSION OF 16:**

Out of all respondents who flew a Nationals in the past three years, only 7 do not currently have Flarm installed. More than 2:1 support to make Flarm mandatory for Nationals. More mixed support for Regionals. May be a potential barrier to new racing pilots.

**Action:** Flarm will be mandatory beginning in 2019 at Nationals. FLARM will remain optional for Regionals.

- 17) FES implications- Any change in our position from last year?

- 2017 Discussion: FES presents unique capabilities and may result in more aggressive pilot behavior by virtue of its quick deployment and reliability. This is a difficult issue to legislate. RC will monitor use of FES.

**DISCUSSION OF 17:**

RC will continue to monitor use of FES.

**SECTION 7.0 AWARDS**

- 18) Retire Ed Finnegan award – has not been awarded since 2003

- 7.1.1.3 Sportsmanship (as determined by the Contest Competition Committee) at the U.S. National Sport Class Championships - The Ed Finegan Trophy

**DISCUSSION OF 18:**

**Action:** X - Remove mention from rules. The award was last given in 2003, 15 years.



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**SECTION 8.0 PROTEST**

None

**SECTION 9.0 SAFETY**

None

**Action:** X- move safety-related rules to safety section.

**SECTION 10.0 CONTEST FLYING**

19) FAI Rules - Review of poll feedback

- Poll results on preferred approach to FAI-based Rules
  - Approach 1 (Pure FAI) – 10%
  - Approach 2 (Modified FAI) – 47%
  - Approach 3 (Modified US) – 23%
  - Approach 4 (Current US) – 20%
- Summary of poll commentary on positives/negatives and overall perspective on adopting FAI-based rules in the US.
- Specific Rule feedback Note: Many pilots who selected Approach 1 and Approach 4 left most or all of the specific rule section blank, because the default assumptions for these Approaches were to assume all answers were Yes or No respectively, per there instructions. Result below reflect including these default choices where responses were left blank for respondents selecting Approaches 1 and 4.
- MAT (47% drop, 53% keep)
- Units (66% English, 34% Metric)
- Start line (40% optional, 27% yes, 33% no)
- Start Altitude (63% limited, 37% unlimited)
- Finish height/penalty (65% FAI, 35% non-FAI)
- Team flying (49% yes, 51% no – Most active/Nationals pilots oppose 63% to 37%)
- Ground support (32% yes, 68% no)
- AT turn configuration (55% prefer 500m, 53% want distance credit in the cylinder)
- Scoring (55% prefer FAI)
- Sports Class (35% drop, 65% keep)

**DISCUSSION OF SECTION 19:**

RC intends to move towards FAI-based rules capable of being scored by SeeYou or similar commercial tasking/scoring software and/or WinScore by 2021. This will happen in three steps:

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- 2019
  - Make adjustments to US Rules to add FAI-like AT turn cylinders and finish configuration.
  - Develop and begin execution of plans for 2020 contest trials and longer-term transition – rules, local procedures, training and change management, handicaps (esp Sports Class), PRL and UST implications, systems integration with SSA.org, SoaringSpot, FAI ranking, financial implications.
- 2020
  - Run 3-4 trial contests (including 2 Nationals) under a US rule system based on FAI – contests should be of sufficient size to reach a significant proportion of the pilot community, particularly the most active pilots
  - Collect detailed pilot feedback and input from trials
- 2021
  - Roll-out of “final” rules and systems, infrastructure, training, fees, etc. based on trial system plus adjustments based on learnings/pilot feedback/refinement.

**Preliminary Action Plan (details added subsequent to the meeting):**

- 9B/QT – Recruit and oversee team to begin development of WinScore changes and SeeYou scripts to incorporate FAI Rules plus US local procedures/adjustments (as feasible). Collect experience in developing/maintaining national rules and local procedures from other countries. Investigate potential scoring system failure modes in a full US implementation.
  - 9B/QT/Guy Byars - Develop WinScore FAI task types and scoring/penalty rules in preparation for 2020 trials. Guy Byars to execute WinScore changes (confirmed with Guy 12/6/18).
  - 9B/QT - Evaluate and develop capability for SeeYou to score contests in parallel for 2020 trials. SeeYou scripting implementation TBD.
  - 9B/EA/QT - Contest registration contestant management. This is the front end of setting up a contest and today relies heavily on WinScore's integration with [SSA.org](http://SSA.org). Begin investigation and work on how to replicate this so that contest organizers do not have a hard time with setting up contests - both in terms of administration and scoring program setup (discussed with Doug Easton 12/6/18).
- UH/QT/9B - Handicaps - both the suitability of various handicaps systems (see also #28) for use in the US and the way the handicaps are integrated into scoring. WinScore automatically downloads US handicaps. Figure out how SeeYou does this and how to adapt it to US needs – e.g. Sports Class weight adjustments.

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- 9B/H7 – Look into requirements and resources for uploading of Tasks directly to pilot flight computers and downloading of IGC files directly to the scoring program via cellular/Wi-Fi/Bluetooth connectivity. This works for some instruments that are prevalent in Europe. Could it be adapted for US-centric systems? WinScore currently supports emailing of flight logs. Are task uploads possible? (Longer-term effort).
  - H7/EA - Posting of scores. Currently WinScore uploads directly to [SSA.org](http://SSA.org) and SeeYou Competition uploads directly to Soaring Spot, though there are facilities for SeeYou to upload to other websites. This will require coordination with SSA.org webmaster (discussed with Doug Easton 12/6/18).
- DT/UH - Connection to FAI for pilot ranking. Automated uploading. FAI per-contestant fees. Do we do this for Nationals or all sanctioned contests?
- DT/QT/9B- Connection to US PRL. Recommendation for providing scores for PRL processing. Investigate differences between PRL and FAI ranking. Coordinate with USTC on key decisions.
- UH/QT - Training of scorers. Most scorers in the US are almost exclusively trained on WinScore. We will need a SeeYou training program to avoid problems in the longer run.
- UH - Recruitment of 3-4 contests for 2020 trials.

Specific rules – preliminary view of implementation for 2020 trials:

- MAT - investigate options to retain the MAT– primarily for Regionals.
- Units - English
- Start line - As stated in FAI rules
- Start Altitude - Retain some form of start altitude/energy limit. Mitigates possibility of cloud flying prior to the start. Preserves the opportunity of all contestants to start with the same potential energy without long waiting period for pilots to get to altitude on days with high thermal tops.
- Finish height/penalty - Our current finish height/penalty, even though relaxed last year, maintained the finish safety concerns of not having enough energy to make the airport and landing short. Members presented their point of view with a vote to move towards the FAI finish.
  - Keep the current Finish height/penalty: DT, UH
  - Move to the FAI Finish type height/penalty: H7, EA (9B broke the tie)

**Actions for 2019:** Incorporate changes for 2019.

- Team flying - Allowed in Regionals only per current rule
- Ground support- No change in current rule
- Sports Class - Keep
- Finish penalty – 1 point per 3 feet below MFH.

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- X to incorporate the change
- AT turn configuration; RC to reduce the AT radius to ½ mile.
  - X to incorporate the change

Note: The US contest rules system retains the objective to promote a fair and safe competition environment. There remain multiple concerns expressed on the Committee regarding safety aspects of specific FAI rules. The FAI is beginning to consider potential changes to enhance safety and fairness. The RC plans to address those concerns – both independently and in cooperation with FAI rulemaking – prior to the trial of FAI rules in 2020.

20) Review of MG motor test rule change from 2018. Any issues?

**None**

21) Revisit wording of 10.6.3.4 – does this create unnecessary confusion by distinguishing motorized gliders that do not self-launch from motorized gliders that do self-launch? (Marshall McClung email 3/20/18). UH read is that this interpretation of the rules is incorrect. 10.6.3.3.2 allows all motorized gliders to restart as many times as they wish. It is not limited to self-launchers. 10.6.3.4 is the special case for a short motor test that removes the 15-minute limitation after a test. A motor test is available for all types, but most likely is used only by sustainers. It is limited to one event so as not to be used for relite purposes.

- 10.6.3.4 ≠ Motor test
  - 10.6.3.4.1 Once per flight, pilots may elect to test an engine that was not used for self-launch. The engine must be started within three miles of the home airfield, within 30 minutes of aerotow release and not below 1000 ft AGL.
  - 10.6.3.4.2 The flight log must show an engine run no longer than two minutes, during which the climb did not exceed 800 ft. After engine shutdown, the flight log must show that within 10 minutes the pilot returned to the altitude and approximate location of the engine start.
  - 10.6.3.4.3 The pilot is not eligible for a start time until two minutes after the procedures of ¶ 10.6.3.4.2 are complete.

**No Issues with current wording.**

**Starts**

22) There have been some isolated complaints about the “dual start” implication of the 2018 start rule re: pilot confusion and safety concerns.

**No change**

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23) Review 2018 rule change to open starts to the full cylinder.

**No significant issues, no change**

**SECTION 11.0 SCORING**

24) Airfield Bonus Rule 10.10.3.4. Relaxed restrictions on MG airfield bonus eligibility – Any change in our position from last year. (Perry rules meeting feedback). Poll – 63% oppose, 29% favor relaxed altitude requirements.

**DISCUSSION OF 24:**

The RC discussion regarding the “Airport Bonus” (1000 foot and 2-mile radius of the airport) centered on the safety and reliability of MG to be able to have a successful engine start and the introduction of the FES.

**Action:** RC agreed (unanimously) to lower the altitude from 1000 to 800 feet and reduce the radius from 2 miles to 1 mile.

**Action:** X to change the wording in 10.10.3.4

25) Elimination of “most favorable altimeter setting” rule - 11.2.1.5.1. (Godfrey email 5/7/18).

“While not an outright emergency, I believe it is important to fix (for here). We have two Class B areas in play that folks can (and do) fly under. The reason is that if the mid task correction goes the wrong way; folks will be subject to erroneous major airspace violations under class B and C airspace. Folks in the west will have the problem with Class A.”

“If we use the model of “set your altimeter to field elevation at takeoff and don’t change it” then it does not account for local pressure changes at the finish. However, we do not care. We are not using a tape measure to evaluate their altitude; we are using a pressure (determined at takeoff). If the actual MSL altitude of that pressure is 50’ higher or lower at the finish cylinder is makes no mind – we have accomplished the goal of having them finish at a “safe” altitude.”

Note that some pilots may reset altimeter or may use a mix of baro and GPS altitude (only baro counts under the rules of course, but could it become a satisfaction issue if finish penalties start getting handed out). This is a 50-100’ issue max over the course of a day.

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- 11.2.1.5.1 When the Scorer must measure a pilot's height above ground level (AGL), this height shall be the difference between the altitude of a recorded fix and that of a fix recorded on the ground. For all purposes except finish height, a fix prior to takeoff shall be used. For finish height, the Scorer shall use the more favorable of a pre-takeoff or post-landing fix.

**No change. Guideline to pilots not to resetting altimeter until on final glide so as to avoid altitude penalties**

**Handicaps**

26) Adopting European Handicaps. Poll: Yes – 60%, No – 30%.

**Need additional analysis. See 28**

27) Consolidation of handicaps lists and references in the rules. Adjust language to refer to Standard Class gliders on Sports Class Handicap lists. Similar language for 20M Class? (UH email 8/1/18).

**No action for 2019 – part of FAI effort. UH/QT/9B to collect and compare US to IGC handicaps, checking for anomalies, implications for weight adjustments and US Sports Class, plus any other specific implications for the US.**

28) Review of the weight adjustment formula in the rules that changes handicaps in response to flying weight changes. The current formula is considered by some as too hard on heavy gliders. (UH email 9/10/18)

- 11.4.1.5.6 When weight adjustments apply and Competition Weight (¶ 6.8.1.3) is different from the specified Handicap Weight, the Handicap Factor shall be multiplied by the following:  $1.0 - ((\text{Competition Weight}) - (\text{Handicap Weight})) * 0.0002$
- Also review action item from 2017 meeting: Action: Communicate intention to move to weight adjustment formula that is consistent across motorized and non-motorized versions of the same glider type. This may require adjusting the motor glider handicaps or the weight adjustment formula or both.

**DISCUSSION OF 28:**

- Rules committee to recommend a weight adjustment formula to the Handicap committee.
- Handicap committee to revise handicaps based on the weight formula and sailplane geometry.
- Rules committee to perform a comparison between the revised US HC to the FAI/German HC and distribute to the committee for review.

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**Action:** 9B and UH to recommend a weight adjustment formula to the HC.  
X and 9B to perform a comparison between the revised US HC to the FAI/German HC and distribute to the committee for review.

29) Contest Handicap Adjustment Process – Make explicit the process and rules surrounding making handicaps official. Require distribution of the handicap report produced by Winscore at first pilots meeting. Pilots have 24 hours to object to either their own or others handicaps, then handicaps become official 24 hrs after final change. At that point, scores can become official if the other criteria for officiality are met. No scores become official until the handicaps are official and once the handicaps are official, the handicaps cannot be changed. Relevant rules:

- 11.9.3.1 A class contest day acquires its Official status 24 hours after the latest of:
  - All flight documentation is analyzed and published in accordance with ¶ 10.5.1.5.
  - Final unofficial scores are published
  - Protests are resolved
  - 09:00 the day following the contest day
- 11.9.3.3 Other than to correct errors caused by incorrect scoring, no changes to scores are allowed after a class day's official status is declared. If changes to scores are authorized by the CD, then the status of the day reverts to Unofficial.

**Action:** X to add verbiage “Require distribution of the handicap report produced by Winscore at first pilots meeting. Pilots have 24 hours to object to either their own or others handicaps, then handicaps become official 24 hrs after final change. “

**SECTION 12.0 PENALTIES**

None noted at draft time. Potentially part of FAI discussion.

**SECTION 13.0 REPORTING REQUIREMENTS**

30) Allow the use of electronic signature to sign contest registration forms? Poll: Yes - 94%

**Action:** Doug Easton and EA to amend the form to allow electronic signatures.

31) **Encourage Contest Managers to take advantage of pilot electronic messaging?**

**Poll: Yes - 83%**

**Action:** X to review current APS to recommend to the Contest Management and contest pilots.

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32) Should Contest managers formalize the way crewless pilots are handled during landouts? Poll: Yes – 73%

**Action:** H7 to supply recommended process. Submit to RC for review. Once approved, EA to find best method to distribute to the CMs.

33) Mandate that printed daily score sheets be included at daily pilots meetings (for pilots who are not 100% connected to the Internet). John Murray request.

**Action:** X to draft wording to be added to reporting section. Daily reporting.

**US Team Considerations**

None noted at draft time

**Other items not included in agenda**

None noted at draft time.

**Errata**

None noted at draft time.

**Safety Topics**

34) Safety report generated by UH and X.

**Reviewed**

**Communication with Pilots**

35) Review effectiveness of reaching all pilots on the PRL.

*Look at admin section*

**Additional Items**

OGN tracking (John Good) Flarm tracking stations and disseminate the information.

**No action:** Monitor.

**Adjourn 4:35pm**