

This document contains draft text of contest rules changes recommended by the SSA Rules Committee for implementation in 2019, as the result of discussions at the annual Rules Committee meeting held in November 2018.

Recommended new wording is shown in blue. When appropriate, current wording is shown in red.

When a paragraph number is followed by a minus sign (“-“), that number is replaced by a bullet (“•”) in published versions of the rules. This notation is used to denote one item in a list of similar items.

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## Guest requirements

5.8.2 Guest pilots must meet all the provisions of ¶5.0, including the specific requirements of ¶5.5. But organizers may announce (prior to the Preferential Entry Deadline) that the provisions of ¶5.5.3.1.3 are relaxed for guest pilots, and declare what restrictions apply to the sailplanes that guest entrants may fly.

5.8.2 Guest pilots must meet all the provisions of ¶5.0, including the specific requirements of ¶5.5. But organizers may (prior to the Preferential Entry Deadline) announce relaxed restrictions that will apply to the sailplanes that guest entrants may fly.

No change in meaning, but improved wording.

## FLARM mandatory at National contests

### 6.5 Required Equipment

6.5.4 In National competitions, an anti-collision device fully compatible with Flarm that transmits and receives continuously during flight and is capable of generating a flight log.

In accordance with intentions announced last year, this is now recommended to become mandatory for all National contests, effective in 2019.

## Flight documentation

### 6.7.6 Data Transfer and Security

6.7.6.1 A Flight Log may be transferred directly from a Flight Recorder to the scoring computer under the direct supervision of the Scorer.

6.7.6.2 A Flight Log may be submitted to the Scorer via any data medium or transmission scheme suitable to the Scorer. Logs submitted in this way must pass the Security Check.

#### 10.10.2 Landing away from the Contest Site

##### 10.10.2.1 Submission of Flight Documentation

10.10.2.1.1 The pilot shall submit flight documentation to the Scorer as soon as practicable. In general, this should be done within one hour of returning to the contest site. But in no case shall it be later than 09:00 of the next day.

10.10.2.1.2 Flight documentation may be submitted to the Scorer in person on standard media acceptable to the scorer (which shall always include IGC files on SD cards and USB-connected memory devices). Documentation may also be submitted remotely by any means (e.g. email) acceptable to the Scorer. For a flight that ended in an outlanding, the Scorer must receive Flight Documentation no later than 09:00 of the next day, or a penalty shall apply (¶ 12.2.5.5).

6.7.6.2 A Flight Log may be submitted to the Scorer via any data medium (always including IGC files on SD cards and USB memory devices) or transmission scheme (e.g. email) suitable to the Scorer. Logs submitted in this way must pass the Security Check.

10.10.2.1 Flight documentation should be submitted to the Scorer as soon as practicable. In general, this should be done within one hour of returning to the contest site. But in no case shall it be later than 09:00 of the next day.

10.10.2.1.2 [delete - not needed]

Improved organization and simpler wording.

## **Glider weight**

6.8.1.3.1 For Group Team and Multiplace Team entries, Competition Weight is the largest weight at which the sailplane is expected to launch for any contest flight, as declared by the entrant(s) prior to the start of competition. The sailplane shall not exceed this Competition Weight plus 10 pounds for any contest launch.

6.8.1.3.1 For entries (including Group Team and Multiplace) that may not carry the same personnel every flight, Competition Weight is the largest weight at which the sailplane is expected to launch for any contest flight, as declared prior to the start of competition. The sailplane shall not exceed this Competition Weight plus 10 pounds for any contest launch.

Clarifies how the weight of gliders that may not carry the same persons every day shall be managed.

## **Sportsmanship trophy**

7.1.1.3 Sportsmanship (as determined by the Contest Competition Committee)

- at the U.S. National Sport Class Championships - The Ed Finegan Trophy

### 7.1.1.3 [delete]

This trophy is considered outdated and unnecessary, having not been awarded since 2003.

## Pilot assisting in the event of a crash

9.15 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 ¶11.1.3.

9.15 If a pilot abandons a task to assist with the aftermath of a crash or other problem, the day can be considered as not having met the fairness requirement of ¶11.1.3.

Improved wording. The current language about a pilot petition is redundant with existing provisions of Section 8.

## Tasking

### 10.3 Tasks

#### 10.3.1 General

10.3.1.1 Task Selection - Tasks should be selected so as to provide variety and challenge. The CD should consult all available meteorological resources and seek the advice of the Task Advisory Committee (¶3.1.5). CDs are expected to use a mix of task types, lengths and directions, as conditions dictate. Specific task-setting guidelines are found in the Guide to the Rules; CDs should be familiar with these guidelines.

10.3.1.2 Normal Task - Tasks should make as full use of the available soaring weather as is practical. When feasible, tasks should be set so that the expected minimum completion time is not less than the Standard Task Time (¶10.3.2). Yet a task should be short enough that a pilot who starts as soon as the task opens and who achieves 75% of the expected winning speed is able to finish. A time-limited task should normally allow a maximum possible distance at least 130% of that achievable in the designated minimum time at the expected winning speed.

10.3.1.3 Minimum Task - The minimum handicapped distance of a task for which a finish will be awarded is the Standard Minimum Task Distance(¶10.3.2).

10.3.1.4 Maximum Task - Tasks should be set such that the total time on course of the highest-scoring flights on any two consecutive days is less than 10 hours. But, consistent with this and as conditions allow, it is appropriate for the CD to set occasional tasks that are substantially longer than the Standard Task Time (¶10.3.2).

10.3.1.5 Tasks should be set with due regard for the range of Handicap Factors assigned to all regular entrants.

This long-established wording was inadvertently omitted for 2018. Its re-insertion will require some renumbering.

## Turnpoint radius

10.5.3.1 The standard turnpoint radius is 1.0 miles; this applies except when the CD declares a different radius as part of a Turn Area Task.

10.5.3.1 Turnpoints of an Assigned Task (§ 10.3.2.1) and a Modified Assigned Task (§ 10.3.2.2) have a standard radius of 0.5 miles. Turn Areas of a Turn Area Task (§ 10.3.2.3) have a radius specified by the CD, in accordance with § 10.3.2.3.2.

This reduces the radius of AT and MAT turnpoints from 1 mile to 0.5 miles.

## Communication

### 10.7.1 General

10.7.1.1 Use of electronic communication devices outside those specified in § 6.6.3 will be considered Unsportsmanlike Conduct. (Penalty described in § 12.2.5.3.)

10.7.1 [delete]

10.7.1.1 is redundant with 6.6.5 and need not appear here. Remaining 10.7 rules will be appropriately re-numbered.

## Pre-start safety

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.

9.17 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.

10.8.7 [delete]

This moves a safety-related rule to the Safety section of the Rules.

## Finish penalty

10.9.2.5 » The Finish Height Difference is the Minimum Finish Altitude (Minimum Finish Height converted to MSL) minus the Finish Altitude.

10.9.2.5.1 ‡ When the Finish Height Difference is not greater than 400 ft, the pilot is eligible for a finish time, at the cylinder entry time.

10.9.2.5.2 ‡ When the Finish Height Difference is greater than zero and less than or equal to 400 ft, a penalty (§ 12.1.3.5) applies; such penalty shall not yield a score lower than if Finish Height Difference exceeded 400'.

10.9.2.5.3 ‡ When the Finish Height Difference is greater than 400 ft, the task is incomplete. The distance of the final task leg shall be computed per ¶10.9.2.6.

12.1.3.5 Finish penalty (¶10.9.2.5.2):

- If Finish Height Difference does not exceed 200 ft, penalty = (Finish Height Difference) / 4
- Otherwise, penalty = 50 + (Finish Height Difference - 200) \* 1.75
- In no case shall the finish penalty be greater than to yield the score that would have resulted if Finish Height Difference exceeded 400 ft.

10.9.2.5 » The Finish Height Deficit is the Minimum Finish Altitude (Minimum Finish Height converted to MSL) minus the Finish Altitude. When the Finish Height Deficit is greater than zero, a penalty (¶12.1.3.5) applies.

10.9.2.5.1 – 10.9.2.5.3 [delete]

12.1.3.5 Finish penalty (¶10.9.2.5): penalty = 0.3 \* (Finish Height Deficit)

But this penalty shall not be greater than to yield a score equal to that of an incomplete task ending at the finish point.

This change makes the penalty for a low finish the same as applies under IGC rules; wording is simpler.

## Motorglider airfield landing bonus

10.10.3.4 A pilot of a motorized sailplane who uses the motor before landing can be eligible for a bonus, under the following provisions:

10.10.3.4.1 The flight log shows that the motor was started within two (2) miles of an eligible airfield (¶10.10.3.2) and at least 1000' above that airfield's elevation. Distance from airfield to be determined based on the FAA official airport coordinates or by the CD.

10.10.3.4.2 The bonus is claimed on a Task Claim form submitted to the Scorer.

10.10.3.4.1 The flight log shows that the motor was started within one mile of an eligible airfield (¶10.10.3.2) and at least 800' above that airfield's elevation. Distance from airfield to be determined based on the FAA official airport coordinates or by the CD.

This recommended change relaxes the altitude requirement while reducing the allowed distance to make it likely that a failed motor start results in a safe landing option.

## Handicap adjustment for turbulence

11.4.1.5.3 When wing turbulence is applied to a sailplane handicapped without turbulence, the Handicap Factor shall be multiplied by 0.99.

11.4.1.5.3 [delete]

This provision is deemed to be unnecessary and is removed for simplification.

## Handicap adjustment for weight

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:

$$1.0 - ((\text{Competition Weight}) - (\text{Handicap Weight})) * 0.0002$$

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 formula:

$$Hcap = HC_{ref} * (1.3 - .4 * (W/W_{ref}) + .1 * (w/w_{ref})^2)$$

The new formula provides a more accurate reflection of the effect of weight changes on achieved cross-country speed over a wider range of weight changes.

## Publication of handicaps

11.4.2 For handicapped classes, a list of the handicaps for all entered sailplanes shall be distributed to all entrants as early as practical during the competition. After this distribution, entrants have 24 hours to examine the list and suggest appropriate changes. Handicaps become official 24 hours after the last published change to this list.

This specifies a sensible procedure that has been used in the past (e.g. at the Senior contest).

## Guest scoring

### 11.8 Scoring Guest Pilots

11.8.1 Terms such as "Best Speed" and "Best Distance" refer to the performance of regular entrants only; guest pilots achieving a better daily result shall receive a proportionally extrapolated score.

11.8.2 On a day when the only finishers are guest pilots, the highest speed shall be assigned a score of 600 points.

11.8.1 The values of SCR, BESTSPD and BESTDIST refer to the performance of regular entrants only. Guest pilots achieving better speeds or distances receive a proportionally extrapolated score.

11.8.2 [remove – not needed]

Improved wording. 11.8.2 is not needed because the current formula for MAXSP yields a value of 600 when SCR = 0.

## Publication of scores

### 11.10 Publication of Scores

11.10.1 Unofficial score sheets and flight documentation should be published as soon as practicable, but no later than the next daily Pilot Meeting (or 09:00 the next day, in the case of a day without a Pilot Meeting).

11.10.2 A score sheet shall be published on every day that 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 (¶ 11.9.3).

11.10.4 Published score sheets shall include, at a minimum:

[list of items]

11.10.5 Score sheets that show daily scores should also include:

[list of items]

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11.10.4 Published scores shall include, at a minimum:

[list of items – no changes]

11.10.5 Scores that show daily scores should also include:

[list of items – no changes]

“Score sheet” is replaced by “scores” to properly cover electronic publication.

## Score posting

### 13.1 Daily Reporting

13.1.3 The Scorer shall post a printed sheet of daily scores in one or more locations convenient to pilots, and make copies of such scoresheets available to pilots.

This makes it clear that local printed scoresheets shall be available to pilots.