

This document contains draft text of contest rules changes recommended by the SSA Rules Committee for implementation in 2022, as the result of discussions at the annual Rules Committee meeting held in November 2021.

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.

Motorglider flight documentation

6.3.3 If motorized sailplanes are permitted, the following rules apply:

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 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 10.5.3.

6.3.3.6 Except as provided for by Rule 10.5.3, 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.

(Penalty described in Rule 12.2.5.3.)

6.7.4.2 Flight Recorders used in a motorized sailplane shall include a means of determining when the power unit was used.

6.3.3 If motorized sailplanes are permitted, the following rules apply:

6.3.3.1 An entrant shall submit to the Scorer a flight log from each flight recorder that will be used for flight documentation. Such flight logs must have been made within 14 days of the first scheduled contest day, or prior to any start used for task scoring on the entrant's first competition day, and must include proper record of the use of the power unit.

6.3.3.2 Each flight log submitted for scoring shall be from a device from which a log was submitted under Rule 6.3.3.1, and shall include a continuous record of the status of the power unit.

6.3.3.3 If a flight log fails to show a record of the status of the power unit for a period longer than one minute, the flight will be scored as if the power unit had been used at the time of the failure.

6.3.3.4 The pilot of a motorized sailplane may elect to self-launch in accordance with Rule 10.5.3, and to use the power unit after an outlanding.

6.3.3.5 Except as provided for by Rule 10.5.3, 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.

6.7.4.2 Flight recorders used to document the flights of a motorized sailplane shall comply with the provisions of Rules 6.3.3.1 - 6.3.3.3.

This ensures that gaps in a flight log leading to the presumption of motor use are based on the ENL / MoP sensor, not on GPS data.

Flarm procedures

6.5.4 In National competitions, a Flarm-compatible anti-collision device (FCACD) that:

-6.5.4.1 fully interoperates with Flarm Core devices

-6.5.4.2 uses a manufacturer-issued current firmware version

-6.5.4.3 transmits and receives continuously during flight

-6.5.4.4 is capable of generating a flight log

6.7.6.4 Rules applicable to a competition for which an FCACD is required (Rule 6.5.4):

6.7.6.4.1 The CD may require the submission of FCACD logs (Rule 6.5.4.4) for any flight or flights made by any pilot.

6.7.6.4.2 A pilot's failure to submit a requested FCACD log is a basis for assuming non-compliance.

6.7.6.4.3 If non-compliance is determined, either by log evaluation or by failure to submit a requested log file, the pilot will have 3 days to return to compliance by repair or substitution. The pilot shall use best efforts to accomplish this correction. The CD may extend the time to come into compliance based upon evaluation of the situation - e.g. if a replacement is not readily or reasonably available.

6.7.6.4.4 A pilot who determines that an FCACD is not functioning correctly shall notify the CD of this without delay (no later than the same day).

6.7.6.4.5 The CD shall ensure that all pilots are notified of any sailplane being flown with a non-operative FCACD.

6.7.6.4.6 A determination by the CD that the pilot has disabled or turned off the FCACD as found by evaluation of a log is considered unsafe operation and penalized as such. Any mechanism found in a pilot's cockpit or in the pilot's possession that can inhibit the FCACD antenna's function will subject the pilot to an unsportsmanlike conduct penalty. The CD may choose to issue a warning for the first offense in either instance.

6.5.4 Anti-collision device

6.5.4.1 Entrants in National competitions, are required to carry a Flarm-compatible anti-collision device (FCACD) that:

-6.5.4.1.1 is a PowerFLARM, or device manufactured by a FLARM OEM that meets FCC regulations

-6.5.4.1.2 uses a manufacturer-issued current firmware version

-6.5.4.1.3 transmits and receives continuously during flight

-6.5.4.1.4 is capable of generating a flight log

6.5.4.2 When an FCACD is required, the following rules apply:

6.5.4.2.1 The CD may require the submission of an FCACD log for any flight made by any pilot. Failure to submit a requested FCACD log is a basis for assuming non-compliance.

6.5.4.2.2 If non-compliance is determined, either by log evaluation or by failure to submit a CD-requested log file, the pilot will have 3 days to return to compliance by repair or substitution. The pilot shall use best efforts to accomplish this correction. The CD may extend the time to come into compliance based upon evaluation of the situation - e.g. if a replacement is not readily or reasonably available.

6.5.4.2.3 A pilot who determines that an FCACD is not functioning correctly shall notify the CD of this without delay (no later than the same day). The CD shall ensure that all pilots are notified of any sailplane being flown with a non-operative FCACD.

6.5.4.2.4 A determination by the CD that the pilot has disabled or turned off the FCACD as found by evaluation of a log is considered unsafe operation and penalized as such. Any mechanism found in a pilot's cockpit or in the pilot's possession that can inhibit the FCACD antenna's function will subject the pilot to an unsportsmanlike conduct penalty. The CD may choose to issue a warning for the first offense in either instance.

6.7.6.4 (omit - moved to 6.5.4.2)

This change moves the rules specifying FCACD procedures to their logical position within the rule that requires the use of such a device. Wording has been tweaked, with its meaning unchanged.

Missed turnpoint penalty

10.4.3.3 If the closest fix is outside the turnpoint radius, a miss distance shall be calculated: it is the distance from the closest fix to the turnpoint, minus the turnpoint radius. If the miss distance is not greater than 1 mile, turnpoint control is valid but a penalty applies (§ 12.1.3.1) ; if greater than 1 mile, there is no valid control.

10.4.3.3 If the closest fix is outside the turnpoint radius, a miss distance shall be calculated: it is the distance from the closest fix to the turnpoint, minus the turnpoint radius. If the miss distance is not greater than the lesser of 1 mile or the turnpoint radius, turnpoint control is valid but a penalty applies (§ 12.1.3.1) ; if greater than the lesser of 1 mile or the turnpoint radius, there is no valid control.

This change makes the penalty zone equal to the turnpoint radius for instances when FAI rules are being used under waiver and the turnpoint radius is less than one mile – as is the case for Racing Tasks where the turnpoint radius is 500m.

Radio Call Prior to Finishing

10.8.1.2.1 At a distance from the Finish Point of 4 miles (or further, as specified by the CD), the pilot should transmit "[Contest ID] [distance] miles." When a finish could come from more than one direction, radio calls should include the direction from which the pilot is finishing.

10.8.1.2.4 When an alternate frequency is in use for landings, pilots should change from the contest frequency to the landing frequency at a designated distance greater than 4 miles from the finish point and make all subsequent transmissions on the landing frequency.

10.8.1.2.1 At a distance of 4 miles from the edge of the finish cylinder, or 4 miles from the center of the finish line, when a finish line is used (or at a greater distance, as specified by the CD), the

pilot should transmit "[Contest ID] [distance] miles." When a finish could come from more than one direction, radio calls should include the direction from which the pilot is finishing.

10.8.1.2.4 When an alternate frequency is in use for landings, pilots should change from the contest frequency to the landing frequency at a designated distance greater than 4 miles from the edge of the finish cylinder or center of the finish line and make all subsequent transmissions on the landing frequency.

These wording changes clarify a potential source of confusion regarding how to measure the distance for making the "4 mile" radio call. The call should always be made 4 miles from the expected finish fix at the edge of the cylinder, not four miles from the center of the finish cylinder.

Task distance required to receive distance points

11.1.1 A Contestant is a regular entrant whose Scored Distance (§ 11.2.3) is greater than zero, or whose actual landing was not at the contest site.

11.2.3.5 Scored Distance is zero if:

- The pilot has no valid start time (§ 10.7).
- The pilot lands at the home field (or the pilot of a motorized sailplane used the power unit after starting and before landing) and Handicapped Distance (§ 11.4.3) is less than half the Standard Minimum Task Distance (§ 10.3.2).

11.1.1 A Contestant is a regular entrant whose Scored Distance (§ 11.2.3) is at least one half Standard Minimum Task Distance, or whose actual landing was not at the contest site.

11.2.3.5 Scored Distance is zero if:

- The pilot has no valid start time (§ 10.7).
- The pilot lands at the home field (or the pilot of a motorized sailplane used the power unit after starting and before landing) and Handicapped Distance (§ 11.4.3) is less than 5 miles.

This changes the scoring of pilots who fly only a short distance, then return home and land: Previously, they received zero distance, which caused them not to count as Contestants (and thus not contribute to devaluation or requirements for a valid contest day). Now, they receive credit for the distance they flew, without altering the requirements for devaluation or to achieve a valid contest day.

Task with few Contestants

11.4.7 Contestant Factor

$$CF = (\text{Number of Contestants}) / 3 \quad (\text{but not more than } 1.0)$$

11.5 Scoring Equations - Assigned Task

replace STF (Short Task Factor) with $STF * CF$

11.6 Scoring Equations - Turn Area Task and Modified Assigned Task

replace STF (Short Task Factor) with $STF * CF$

Problem: If only one entrant achieved the status of Contestant, he is eligible for a score of 1000 points. In the (unusual, but by no means unheard-of) case when this happens, such a result has an effect on the contest results that seems inappropriate to most pilots. This proposed change means that if just a single pilot qualifies as a Contestant (i.e. flies a sufficient distance, per Rule 11.1.1), he'd get 33% of the score he'd currently get under current rules; if two pilots do that, they'd get 67%. Three or more yields scores the same as under current rules.

Pilot Ranking List

11.11.5. Pilot Ranking List

11.11.5.5 Recommendation by an experienced pilot

11.11.5.5.1 An SSA member may apply for a Ranking Score of 1.0 based on flying in a multi-seat glider with an experienced pilot who was a regular entrant in an SSA-sanctioned National or Regional competition.

11.11.5.5.2 Applications shall be submitted to the SSA Contest Rules Committee within 30 days of the end of the competition. The application shall include a signed statement from the registered entrant certifying that the applicant acted as pilot-in-command for some part of at least two valid contest tasks during flights of at least 2 hours duration, demonstrating adequate soaring skill and understanding of contest procedures.

11.11.5.5.3 Ranking scores achieved under this provision expire at the end of the following calendar year.

This addition provides a way for an aspiring contest pilot to get a Ranking Score, which is necessary for entry to a National contest.