

DRAFT RULE TEXT

version 6 – 12 Jan 2023

This document contains draft text of contest rules changes recommended by the SSA Rules Committee for implementation in 2023, as the result of discussions at the annual Rules Committee meeting held in November 2022.

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.

A paragraph number preceded by the letter A is an entry into the Guide to the Rules Appendix.

Important note:

In addition to the proposed changes to rule text (below), the SSA Rules Committee proposes that the waiver applicable to US FAI-Class National contests calling for these to be flown under modified FAI rules derived from the FAI Sporting Code (Section 3 / Annex A) be extended and made permanent.

Unsportsmanlike conduct

3.3 In nearly all cases, contest personnel are unpaid or lightly compensated volunteers. As a condition of participation, pilots and crews agree to conduct themselves accordingly, treating contest personnel with courtesy and consideration. Failure to do so may be grounds for removal from the competition and exclusion from future entry.

12.2.5.3 Unsportsmanlike conduct (including falsification of flight documentation) (¶ 6.3.3.6, ¶ 6.6.4, ¶ 10.6.9, ¶ 10.7.7):

maximum penalty = disqualification and ineligibility for Sanctioned competitions for a period of 5 years

9.14 Disqualification of an Unsafe Pilot

9.14.1 A pilot who, in the opinion of a CD or Contest Manager, has demonstrated a problem or a history of safety related problems during participation in one or more contests is subject to review and action by the SSA. Such review will take place upon the submission by a CD or Contest Manager to the SSA Contest Committee Chairman of a written complaint stating the history of the alleged problem(s). This history should be as complete as possible and include statements by witnesses whenever applicable.

A12.2.5.3 Unsportsmanlike conduct can be loosely defined as any attempt to gain an improper advantage. This would include a pilot's attempt to get more points than he deserves (e.g. by claiming he landed at a place different from his actual landing point), or an attempt to harm the score of another competitor (e.g. by stealing a flight log turned in by another pilot). Any such attempt must be viewed seriously and should probably

receive a harsh penalty. Here are some examples of violations that could be penalized as unsportsmanlike conduct:

- Use of illegal equipment (e.g. a gyro that would allow cloud flying)
- Use of disposable ballast when it has been prohibited
- False radio transmissions (e.g. faking a landout or a valid finish)
- Prohibited radio transmissions (e.g. pilots receiving tactical information from their crews).

1.9 Standard of conduct

1.9.1 It is a condition of participation that all entrants, guests and crews conform to the provisions of these Rules and to reasonable standards of courtesy and consideration in interactions with contest personnel, entrants, crews and others.

1.9.2 Penalties for specific violations are provided in Section 12; other violations may be considered Unsportsmanlike Conduct, penalized under Rule 12.2.5.3.

1.9.3 Unacceptable behavior that can qualify as Unsportsmanlike Conduct includes, but is not limited to, abusive verbal, physical, or sexual discriminatory practices including those based on race, gender, religion, or ethnic background.

3.3 (remove)

9.14 Disqualification of a pilot

9.14.1 A pilot who, in the opinion of a CD or Contest Manager, has demonstrated a problem or a history of unsafe or unsportsmanlike behavior during one or more contests is subject to review and action by the SSA. Such review will take place upon the submission by a CD or Contest Manager to the SSA Contest Committee Chairman of a written complaint stating the history of the alleged problem(s). This history should be as complete as possible and include statements by witnesses whenever applicable.

12.2.5.3 Unsportsmanlike conduct (§ 1.9, § 6.3.3.6, § 6.6.4, § 10.6.9, § 10.7.7):
maximum penalty = disqualification and ineligibility for Sanctioned competitions

A12.2.5.3 In addition to unacceptable behavior (Rule 1.9), unsportsmanlike conduct includes any attempt to gain an improper advantage. Here are some examples of violations that could be penalized as unsportsmanlike conduct:

- Falsification of flight documentation
- Attempting to harm the score (as by tampering with flight documentation) of another pilot
- Use of illegal equipment (e.g. a gyro that would allow cloud flying)
- Use of disposable ballast when it has been prohibited
- False radio transmissions (e.g. faking a landout or a valid finish)
- Prohibited radio transmissions (e.g. pilots receiving tactical information from their crews)

This clears up possible confusion on the scope of Unsportsmanlike Conduct. Note that Rule 3.3 is no longer needed: its provisions now being covered by new rule 1.9.

Entry & aerotow fees

5.4 Fees

5.4.1 The entry fee will be as announced. A deposit is required when an entry application is submitted. The sponsor may impose a surcharge (§ 5.4.2.4) for entries received after the Preferential Entry Deadline.

5.4.2 Fee Amounts

5.4.2.1 Entry fees

5.4.2.1.1 Entry fees are structured as a fixed base fee plus an amount per aerotow, as specified by contest organizers on the AFS form. If the fees exceed the following recommendations, pre-approval by the SSA Competition Committee is required.

5.4.2.1.2 The recommended maximum fixed base fee is \$300 for National contests and \$200 for Regional contests. This base fee may be increased by up to \$25 to cover pre-existing local per-pilot fees that apply to all pilots (not solely pilots entered in a competition) who fly at the contest site.

5.4.2.1.3 The recommended maximum aerotow fee is \$55. Organizers may require non-refundable pre-payment for a specified number of aerotows, the maximum of which shall be 3 fewer than the number of scheduled competition days for Nationals and 2 fewer than the number of scheduled competition days for Regionals.

5.4.2.1.4 Organizers who face local circumstances that increase costs are encouraged to apply (on the AFS form) for a waiver that requests increased fees.

5.4.2.3 The entry deposit is \$150.

5.4.2.4 The maximum late-entry surcharge is \$100, which may be added to the required entry deposit.

5.4 Fees

5.4.1 The sponsor shall fully describe all fixed and aerotow costs on the AFS form, and disclose these to all entrants. The deadline for changes to the schedule of fees is the Preferential Entry Deadline.

5.4.2 Fee Amounts

5.4.2.1 Entry fees

5.4.2.1.1 Entry fees are structured as a fixed base fee plus an amount per aerotow, as specified on the AFS form. If the fees exceed the following recommendations, pre-approval by the SSA Competition Committee is required.

5.4.2.1.2 The recommended maximum fixed base fee is \$400 for National contests and \$300 for Regional contests. This base fee may be increased by up to \$35 to cover pre-existing local per-pilot fees that apply to all pilots (not solely pilots entered in a competition) who fly at the contest site.

5.4.2.1.3 The recommended maximum aerotow fee is \$65. Organizers may require non-refundable pre-payment for a specified number of aerotows, the maximum of which shall be 3 fewer than the number of scheduled competition days for Nationals and 2 fewer than the number of scheduled competition days for Regionals.

5.4.2.1.4 Organizers who face local circumstances that increase costs are encouraged to apply (on the AFS form) for a waiver that requests increased fees.

5.4.2.3 The entry deposit is \$150, to be paid when an entry application is submitted.

5.4.2.4 The maximum late-entry surcharge is \$100. If such a surcharge is announced by the sponsor, the amount is added to the required entry deposit for entries received after the Preferential Entry Deadline.

Fee amounts updated. Requirement to fully disclose all fees is made explicit.

Motorglider flight recorders

6.3.2 Unless otherwise specified in ¶ 6.11, motorized sailplanes are permitted.

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 ¶ 6.3.3.1, and shall include a continuous record of the status of the power unit.

6.3.2 Motorized sailplanes are eligible to compete in any class whose requirements they meet.

6.3.3 Rules applicable to motorized sailplanes

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 no earlier than 14 days prior to the first scheduled contest day, and must include proper record of the use of the sailplane's power unit prior to any start used for task scoring.

6.3.3.2 Each flight log submitted for flight documentation shall be from a device that meets the requirements of ¶ 6.3.3.1 and includes a continuous record of the status of the power unit.

Rule 6.3.2 is changed to reflect the fact that no class prohibits motorgliders.

The changes in 6.3.3 allow a motorglider pilot to be scored using a flight recorder that was put into service during the contest (e.g. to replace a failing device). It preserves the requirement that evidence of motor use must appear prior to any start used for scoring.

Flarm equipment

6.5.4.1 An approved anti-collision device (ACD) is a device that:

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

6.5.4.1 An approved anti-collision device (ACD) is a device that:

-6.5.4.1.1 is a FLARM device certified for use in the USA, which includes PowerFLARM and integrated glider instruments containing approved modules from FLARM.

Restricted equipment

6.6 Restricted Equipment

6.6.1 Each sailplane is prohibited from carrying any instrument that:

- Permits flight without reference to the ground
- Is capable of measuring air motion or temperature at a distance greater than one wingspan

6.6 Restricted Equipment

6.6.1 No sailplane may carry any instrument capable of measuring air motion or temperature at a distance greater than one wingspan.

6.6.2 No instrument permitting flight without visual reference to the ground may be used during the contest. If carried on board, any such instrument must be reported to the CD and disabled. Upon request, the pilot must be able to demonstrate to the satisfaction of the CD that the instrument has been disabled for the duration of any scored flight in the contest.

The change to 6.6.2 better deals with developments such as the HAWK option for LX9000 systems.

Flight log submission

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 (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.

6.7.6.3 The Scorer has the right to request a re-transfer of a Flight Log directly from a Flight Recorder to verify security or to replace missing or damaged data. Such request shall be made no later than 09:00 on the day following the flight. A pilot who in response to such a request fails to produce a valid Flight Log is scored as if no Flight Log was submitted.

6.7.7 Accessories

It is the responsibility of each entrant, prior to the start of competition, to ensure that the Scorer is provided with all software and hardware (cables, etc.) needed to transfer, convert and check the entrant's Flight Logs.

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6.7.7 Flight Log Submission

6.7.7.1 Each entrant shall select a primary and (optionally) a secondary flight recording device, and after each day's flying shall submit to the Scorer just one flight log file, from either of these two devices.

6.7.7.2 A second flight log file shall be submitted upon request of the Scorer.

6.7.7.3 If either the primary or secondary flight recording device becomes unreliable and another is available, the Scorer should be informed of the change, and will expect to receive a single daily flight log from one of the operational devices.

The former 6.7.7 relates to transfer & security and thus belongs in 6.7.6.

6.7.7 now makes it clear that just a single flight log file (from one of two devices) should be submitted. "Informal" language is used here to avoid the need for elaborate record-keeping or the possibility that a pilot might lose credit for a task that's not documented with a registered device.

Maximum takeoff weight

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).

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 any applicable class-specific weight limit of Rule 6.11.

6.11.1 Open Class

- Maximum takeoff weight is limited to 1873 pounds (850 kg).

6.11.2 20-Meter Multiseat Class

- Maximum takeoff weight is limited to 1764 pounds (800 kg).

6.11.3 18-Meter Class

- Maximum takeoff weight is limited to 1323 pounds (600 kg).

6.11.4 15-Meter Class

- Maximum takeoff weight is limited to 1157 pounds (525 kg).

6.11.5 Standard Class

- Maximum takeoff weight is limited to 1157 pounds (525 kg).

This change adds class-specific weight restrictions that match those that apply to WGC events.

Club Class

6.11.7 Club class

- Nominal wingspan is 15.0 meters.

- No-ballast rules shall apply (Rule 6.8.4).
- Sailplanes are assigned a handicap from the SSA Handicap List. The handicap range shall be 0.898 to 1.02.

6.11.7 Club class

- No-ballast rules shall apply (Rule 6.8.4).
- Multiplace sailplanes are not eligible for entry.
- Single-place sailplanes are eligible for entry if their unadjusted reference handicap in the SSA Handicap List is within the range 0.898 to 1.02.

This change allows single-place gliders of any span (provided they fit into the specified handicap range). Multiplace gliders are excluded.

Rules applicable to FAI-class Nationals

Units

1.5 Within these rules, unless otherwise noted:

- Distances are in kilometers
- Speeds are in kilometers per hour

9.3 Circling within 8 km of the contest site or the center of a start line, or within an active start cylinder, will be to the left.

9.17 While inside or within 3 km 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 180 kph and to pay particular attention to safe flight near circling sailplanes.

10.7.4.2 A start that does not meet the provisions of ¶ 10.7.4.1 may nevertheless be validated if the Flight Log shows a valid fix within 500 metres of the Start Line or the Start Ring after the opening of the Start. The time of the closest such fix shall be taken as the Start Time, and a miss distance shall be calculated: it is the distance (in statute miles) from this fix to the nearest point of the Start Line or Finish Ring. A penalty (¶ 12.1.3.2) shall be applied to a start under this Rule.

10.4.3.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace inside a vertical cylinder of 500 m radius centered on the Turn Point.

10.4.3.3 Consecutive Assigned Areas must be separated by at least 1 km. Organisers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.

10.4.3.5.1 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.

10.4.3.5.2 If the miss distance is not greater than the smaller of the following two distances, turnpoint control is valid but a penalty applies (§ 12.1.3.1); if greater, there is no valid control.

- The turnpoint radius
- 1.6 km

10.7.5 Starting Procedures - The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

10.8.2.1 Finish Ring - A circle of specified radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude shall be penalized.

10.8.4.1 At a distance of approximately 6 km from the perimeter of the Finish Ring or Finish Point, when a Finish Gate is used) the pilot should transmit "[Contest ID] [distance] kilometers." When a finish could come from more than one direction, radio calls should include the direction from which the pilot is finishing.

10.8.4.4 When an alternate frequency is in use for landings, pilots should change from the contest frequency to the landing frequency when at least 10 km from their planned finish, and make all subsequent transmissions on the landing frequency.

10.8.5.2 Safety finish

10.8.5.2.1 If weather conditions warrant, the CD may activate the Safety finish by a radio announcement on the contest frequency. The Safety finish area is a cylinder centered on the Finish Point with a radius of 8, 16 or 24 km, as announced by the CD.

10.8.5.2.2 When a Safety finish is active, a pilot may claim a finish by obtaining one fix within the Safety finish cylinder, provided no claimed turnpoint was achieved after the time of the claimed fix and the slope from the claimed fix to the Projected Finish Location is not less than 125 ft per km.

- When a Finish Cylinder is in use, the Projected Finish Location is the nearest part of the Finish Cylinder at the minimum finish height.
- When a Finish Gate is in use, the Projected Finish Location is the Finish Point.

10.8.5.2.3 After a Safety finish there is no requirement to return to the home field; a pilot may elect to land at any location or to remain flying.

10.8.5.2.4 A Safety Finish must be claimed using a Task Claim form (§ 10.4.1.3.1).

10.8.5.2.5 The pilot's scored finish time is taken as the time of the claimed fix plus a time adjustment of 25 seconds per km for the distance from the claimed fix to the Projected Finish Location.

10.8.5.2.6 The CD may de-activate the Safety finish. At least 5 minutes notice of the time of de-activation shall be transmitted on the contest frequency.

11.2.1.3 Distances will be calculated to an accuracy of 0.01 km or better using Great Circle methods, based on a spherical earth of radius 6371.0 kilometers (3958.7559 miles).

11.4.1.1 Minimum distance for a Championship Day with a maximum score of 1000 points (D1):

- For Club class: 250km
- For Standard, 15-Meter, and 20-Meter classes: 300km
- For 18-Meter and Open classes: 350km

11.4.1.2 Minimum distance to validate a Championship Day (Dm):

- For Club class: 100km
- For Standard, 15-Meter, and 20-Meter classes: 120km
- For 18-Meter and Open classes: 140km

1.5 Within these rules, unless otherwise noted:

- Distances are in statute miles
- Speeds are in miles per hour

9.3 Circling within 5 miles of the contest site or the center of a start line, or within an active start cylinder, will be to the left.

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.

10.4.3.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace inside a vertical cylinder of .3sm radius centered on the Turn Point.

10.4.3.3 Consecutive Assigned Areas must be separated by at least 1 mile. Organizers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.

10.4.3.5.1 If the closest fix is outside the turnpoint radius, a miss distance (in miles) shall be calculated: it is the distance from the closest fix to the turnpoint, minus the turnpoint radius.

10.4.3.5.2 If the miss distance is not greater than the smaller of the turnpoint radius and 1 mile, turnpoint control is valid but a penalty applies (§ 12.1.3.1); if greater, there is no valid control.

10.7.4.2 A start that does not meet the provisions of § 10.7.4.1 may nevertheless be validated if the Flight Log shows a valid fix within 0.3 miles of the Start Line or the Start Ring after the opening of the Start. The time of the closest such fix shall be taken as the Start Time, and a miss distance shall be calculated: it is the distance (in miles) from this fix to the nearest point of the Start Line or Finish Ring. A penalty (§ 12.1.3.2) shall be applied to a start under this Rule.

10.7.5 Starting Procedures - The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 10 miles.

10.8.2.1 Finish Ring - A circle of specified radius (minimum 2 miles) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude shall be penalized.

10.8.4.1 At a distance of approximately 4 miles from the perimeter of the Finish Ring - or Finish Point, when a Finish Gate is used - 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.

10.8.4.4 When an alternate frequency is in use for landings, pilots should change from the contest frequency to the landing frequency when at least 6 mi from their planned finish, and make all subsequent transmissions on the landing frequency.

10.8.5.2 Safety finish

10.8.5.2.1 The Safety finish area is a cylinder centered on the Finish Point with a radius of 5, 10 or 15 miles, as announced by the CD.

10.8.5.2.2 If weather conditions warrant, the CD may activate the Safety finish by a radio announcement on the contest frequency.

10.8.5.2.3 When a Safety finish is active, a pilot may 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 ft per mile and no claimed turnpoint was achieved after the time of the claimed fix. A Safety Finish must be claimed using a Task Claim form (§ 10.4.1.3.1).

- When a Finish Cylinder is in use, the Projected Finish Location is the nearest part of the Finish Cylinder at the minimum finish height.

- When a Finish Gate is in use, the Projected Finish Location is the Finish Point.

10.8.5.2.4 After a Safety finish there is no requirement to return to the home field; a pilot may elect to land at any location or to remain flying.

10.8.5.2.5 The pilot's scored finish time is taken as the time of the claimed fix plus a time adjustment of 40 seconds per mile for the distance from the claimed fix to the Projected Finish Location.

10.8.5.2.6 The CD may de-activate the Safety finish. At least 5 minutes notice of the time of de-activation shall be transmitted on the contest frequency.

11.2.1.3 Distances will be calculated to an accuracy of 0.01 miles or better using Great Circle methods, based on a spherical earth of radius 3958.7559 miles (6371.0 kilometers).

11.4.1.1 Minimum distance for a Championship Day with a maximum score of 1000 points (D1):

- For Club class: 155 mi
- For Standard, 15-Meter, and 20-Meter classes: 186 mi
- For 18-Meter and Open classes: 217 mi

11.4.1.2 Minimum distance to validate a Championship Day (Dm):

- For Club class: 62 mi
- For Standard, 15-Meter, and 20-Meter classes: 75 mi
- For 18-Meter and Open classes: 87 mi

All reference to kilometers changed to miles.

Scored landing point

10.3.3.1.4 The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

- For a completed task, the Marking Distance is the Task Distance.
- If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point to the Finish point, less the distance from the Scored Landing Point to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

10.3.3.2.4 The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

- For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).
- If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the scored landing point to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.
- If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the scored landing point, less the distance from the scored landing point to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

11.2.2.3 For incomplete tasks, a scored landing point shall be determined by the Scorer. This is generally the fix that yields the greatest scored distance, but the following restrictions apply:

- The fix shall be no later than Contest Sunset time.
- For a motorized sailplane, the fix shall be prior to use of the power unit.

10.3.3.1.4 The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

- For a completed task, the Marking Distance is the Task Distance.
- If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point to the Finish point, less the distance from the Scored Landing Point (Rule 11.2.2.3) to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

10.3.3.2.4 The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

- For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).
- If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the Scored Landing Point (Rule 11.2.2.3) to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.
- If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the Scored Landing Point (Rule 11.2.2.3), less the distance from the Scored Landing Point to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

11.2.2.3 For incomplete tasks, a Scored Landing Point shall be determined by the Scorer. This is generally the fix that yields the greatest scored distance, but the following restrictions apply:

- The fix shall be no later than Contest Sunset time.
- For a motorized sailplane, the fix shall be prior to use of the power unit.

No real change is suggested or needed here – just a clarification. Rule 11.2.2.3 defines scored landing point as the point of furthest progress. The only change is to make reference to this in 10.3.3.1.4 and 10.3.3.2.4.

Multiple Task Attempts

10.10 Multiple Task Attempts

10.10.1 A task may be attempted more than once; the best-scoring attempt will be used.

10.10.1 A flight is scored using the valid start that yields the best score. But a start made after a properly completed task is not considered valid.

To conform with SC3a, this change prohibits multiple task attempts.