

# Introduction to the SSA/FAI Competition Rules

This document - effective March 2024 - presents rules governing FAI-class National soaring competitions sanctioned by the Soaring Society of America (SSA). It merges SSA competition rules with selected sections of the FAI Sporting Code Section 3 Annex A (SC3A). (A separate document presents rules governing National competitions that do not include FAI classes, and Regional competitions.)

Rules for U.S. soaring competitions are maintained by the SSA Contest Rules Committee and approved by the SSA Board of Directors. The Rules Committee comprises the SSA Contest Committee Chairman and four elected members. An annual election is held to select members for open positions; all pilots on the current U.S. Competition Pilot Ranking List are eligible to vote.

Within this document, paragraphs are marked as follows:

» - marks a section that includes changes for 2024

‡ - marks an item that has changed for 2024

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# SSA/FAI Competition Rules

## 1.0 GENERAL

### 1.1 Purpose

**1.1.1** The purpose of a National Soaring Championship is to determine a National Champion and to measure the performance of all entrants. Performance in National competitions will be used to provide a basis for pilots to qualify for entry into future soaring championships and to select pilots for the U.S. Team in International Competition.

**1.1.2** The purpose of a Regional Soaring Championship is to determine a Regional Champion and to measure the performance of all entrants within each class. Performance in Regionals will be used to provide a basis for pilots to qualify for entry into future soaring Championships.

**1.2** Soaring Championships are organized in accordance with the Sporting Code of the FAI (Federation Aeronautique Internationale) under the authority of the NAA (National Aeronautic Association), and are sanctioned by the SSA (Soaring Society of America).

**1.3** These rules are the agreement between Contest Officials, entrants, and the SSA by which fair and consistent competition is maintained. Failure to hold the contest in conformance with these rules may result in disallowance of the contest or competition days by the SSA.

**1.4** Copies of these rules are available from the SSA. Comments should be addressed to the Chairman of the SSA Contest Committee and/or current members of the Rules Committee in care of the SSA.

**1.5** Within these rules, unless otherwise noted:

- Distances are in statute miles
- Speeds are in statute miles per hour
- Weights are in pounds
- Altitudes are in feet
- Altitudes AGL are referenced to the elevation of the home airfield
- Times-of-day are based on a local 24-hour clock

**1.6** National competitions held at the same place and times as other competitions are to be given preference for entry positions, and in gridding and launching. When in the judgment of the Competition Director it is practical, re-launches of National entrants should also be given preference over those of other classes.

### 1.7 Rules Waivers

**1.7.1** Competition organizers may request waivers from the provisions of these Rules. Such requests shall be submitted in writing to the SSA Contest Committee Chairman, and should include full detail as to the purpose and operation of the requested waiver.

**1.7.2** The normal deadline for a rules waiver request shall be 10 days prior to the Preferential Entry Deadline.

**1.7.3** The Contest Committee Chairman, in consultation with members of the SSA Rules Committee, shall make a prompt decision to grant or deny the waiver, and shall communicate this decision in writing.

### 1.8 Rules Interpretation

**1.8.1** Any SSA member may at any time request an interpretation of a Rule. Such requests shall be submitted to the SSA Rules Committee Chairman.

**1.8.2** The Rules Committee Chairman, in consultation with members of the SSA Rules Committee, shall make a prompt interpretation and shall communicate this in writing.

### 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 ¶ 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.

## **2.0 SANCTIONING**

**2.1** Sanctioning is the process by which the SSA ensures that a soaring contest is conducted according to rules and procedures that have been shown to lead to safe and fair competition.

**2.2** To obtain a contest sanction, contest organizers must complete a National or Regional Application for Sanction form (hereinafter referred to as the AFS form) and submit it to the SSA Contest Committee.

**2.3** For National competitions, the AFS form should be submitted in time for review prior to the Fall SSA Board of Directors meeting in the calendar year two years prior to the competition. For Regional competitions, the AFS form may be submitted between 90 days and two years prior to the scheduled start of a competition; a submission at least 6 months in advance is recommended.

**2.4** A completed AFS form includes the dates selected for the competition. To minimize conflicts with other competitions:

- Organizers of National competitions are expected to coordinate with the SSA Contest Site Selection Subcommittee.
- Organizers of Regional competitions are expected to check the dates of competitions already approved for Sanction.

**2.5** The AFS form includes a requirement for specific insurance coverage. A continuing condition for a Sanctioned competition is that the specified coverage remain in effect through the final scheduled day of the competition.

**2.6** Included with the AFS form shall be a detailed description of any requested waiver from the provisions of these Rules. With the exception of any granted waiver, Sanctioned competitions must be conducted in strict accordance with these Rules.

**2.7** Approval process

**2.7.1** For National contests, the SSA Contest Committee Chairman and the Contest Site Selection Subcommittee review the AFS form and present recommendations for contest sanctions to the SSA Board of Directors, which retains the final authority to grant or deny Sanction for National contests.

**2.7.2** For Regional contests, the SSA Contest Committee Chairman and the Regional Director for the proposed contest's SSA Region review the AFS form and announce a decision to grant or deny an SSA Sanction. This decision normally is announced within 3 weeks of receipt of the AFS form.

**2.8** Once a Sanction has been granted, any change to the information provided on the original AFS form requires further review and approval of the SSA Contest Committee.

## **3.0 CONTEST PERSONNEL**

**3.1** Key Personnel

**3.1.1** Contest Manager

Responsible for the overall management of the contest. Is subject to approval by the SSA Contest Committee at least 60 days before the contest.

**3.1.2** Operations Director

Appointed by and is accountable to the Contest Manager. Is responsible for all field operations such as towplane operations, sailplane and vehicle movement on the ground, sailplane launches, and landing procedures.

**3.1.3** Competition Director

**3.1.3.1** The Competition Director (hereinafter referred to as the CD) shall be an experienced competition official nominated by the sponsor at least 60 days before the contest and approved by the SSA Contest Committee. The CD works for the Contest Manager, but is responsible to the SSA for insuring compliance with these rules and fair competition.

**3.1.3.2** The CD supervises the Contest Competition Committee, task selection, flight documentation procedures and analysis, start and finish procedures and scoring.

**3.1.3.3** The CD must not be an entrant in any competition over which that CD has authority.

**3.1.4** Contest Competition Committee

Chaired by the CD, it consists of up to three other members appointed by the CD. These members should be experienced competition pilots, officials of the contest or pilots with a good understanding of sailplane competition. (Entrants are not eligible.) The Contest Competition Committee is responsible for rules interpretation, assessment of penalties, and protest resolution.

### **3.1.5 Task Advisory Committee**

**3.1.5.1** This committee assists the CD in the selection of tasks, though the ultimate responsibility for task selection lies with the CD alone.

**3.1.5.2** This committee will be composed of two pilots entered in the contest, selected by the CD.

**3.1.5.3** Minimum qualification for the first position shall be a finish in the top 20% of a previous contest at the same level as this contest.

**3.1.5.4** Minimum qualification for the second position shall be a good knowledge of soaring conditions in the contest area.

### **3.1.6 Other key personnel:**

- Scorer
- Chief Tow Pilot
- Meteorologist

### **3.1.7 Retrieve Office**

**3.1.7.1** This is a single person or a small group that keeps track of pilot landings and coordinates retrieves (both by trailer and aerotow) for pilots that land away from the home airfield. The Retrieve Office is supervised by the Contest Manager.

**3.1.7.2** On each official practice day and all competition days it shall be the duty of the Retrieve Office to ensure that all pilots who have made a contest launch are accounted for after landing. Pilots are required to assist in this accounting under the provisions of ¶ 10.9.2.1 and ¶ 10.9.2.2. The Retrieve Office will stay open until all pilots are accounted for or until an announced cutoff time, whichever is later. If the Retrieve Office is informed of a crew-pilot rendezvous problem, it will stay open until the problem is resolved.

## **3.2 Acknowledgment of contest volunteers**

**3.2.1** A non-entrant who acts as a contest official named in ¶ 3.1 is eligible for a one-year extension on the SSA Pilot Ranking List. Such an extension must be requested of the SSA in writing and may not occur more often than once in three years.

**3.2.2** Pilots who serve as Contest Manager, Competition Director or Scorer are eligible for the following:

- exemption from the requirement to pay a Sanction Fee for SSA-Sanctioned competitions they enter for which the first competition day falls within a one-year period that starts on the last scheduled day of competition.
- enhanced entry priority at one future SSA-sanctioned competition, until the end of the following calendar year. The pilot must notify the SSA Contest Committee and the contest to which entry is sought prior to that contest's Preferential Entry deadline.

**3.2.3** To be eligible for the provisions of ¶ 3.2.2, a person must serve as one of the named officials for an entire competition, and be listed on the SSA Pilot Ranking List.

## **4.0 PERIOD OF THE CONTEST**

**4.1** The period of the contest shall include all scheduled competition days, as specified by contest organizers on the Application for Sanction form.

### **4.2 National competitions**

**4.2.1** For Club Class and Sport Class Championships, the period of competition shall be at least seven, but not more than ten consecutive days.

**4.2.2** For competitions in other classes, the period of competition shall be nine or ten consecutive days.

**4.2.3** For contests scheduled for fewer than 10 days, organizers may specify (on the AFS form) that one additional consecutive day is provisional. This provisional day shall be used if, and only if, 2 or 3 valid competition days have been achieved at the end of the originally scheduled days.

**4.2.4** The practice period shall be one or two days immediately preceding the period of competition. All contest support functions (Start/Finish, Scoring, sailplane weighing, retrieve office, etc.) should be operational during this period.

**4.2.5** An official National Championship requires a minimum of three valid competition days (§ 11.1.3).

#### **4.3** Regional competitions

**4.3.1** For a Super-Regional contest (§ 5.1.2), the period of competition shall be from five to ten consecutive days.

**4.3.2** For other Regional contests, the period of competition shall be from three to seven days, in not more than three periods.

**4.3.3** An unofficial practice period may be scheduled prior to the first competition day.

**4.3.4** An official Regional Championship requires a minimum of two valid competition days (§ 11.1.3).

### **5.0 » ENTRIES**

#### **5.1** Regional competition types

For Regional competitions, contest organizers will declare (on the AFS form) the competition type, which shall be one of the following:

**5.1.1** Normal Regional competition: A contest in which pilots who reside within the contest's SSA Region receive priority for all entry positions.

**5.1.2** Super-Regional competition: A contest in which pilots who reside within the contest's SSA Region receive priority for zero to 50% of available entry positions (as selected by contest organizers on the AFS form).

#### **5.2** Entrants

##### **5.2.1** Number

###### **5.2.1.1** Minimum number within a class for an Official competition

**5.2.1.1.1** For a National competition, either of the following must be true of the total of scores over any three valid (not necessarily consecutive) competition days:

- At least eight regular entrants have a total score not less than 40% of the highest total score.
- At least five regular entrants with a current pilot ranking score greater than 92.0 have a total score not less than 75% of the highest total score.

**5.2.1.1.2** For a Regional competition: five regular entrants must have a final score greater than zero.

###### **5.2.1.2** Maximum

**5.2.1.2.1** The total number of sailplanes is limited to 65, unless a smaller maximum number is designated by contest organizers on the AFS form and approved by the SSA Contest Committee Chairman. This is a maximum for all classes in all contests being held at one site simultaneously.

**5.2.1.2.2** No sooner than the close of Preferential Entry and no later than 30 days prior to the scheduled start of competition, contest organizers may request of the SSA Contest Committee Chairman authorization for a maximum number of sailplanes smaller than that of § 5.2.1.2.1. This number shall not be smaller than the number of entries already received at the time the announcement is made.

**5.2.1.2.3** If more than one National contest is being held simultaneously, the maximum number of entrants in each shall be in proportion to the number of applications for each received prior to the Preferential Entry Deadline (§ 5.3.3), but not less than ten.

**5.2.1.2.4** Applicants to an oversubscribed Regional contest shall be accepted without regard for the competition class to which they have applied.

##### **5.2.2** Types

**5.2.2.1** All entrants are either regular entrants or guests.

**5.2.2.2** A Junior entry is one whose pilot's 25th birthday occurs in the current or a future calendar year.

**5.2.2.3** A Single-Pilot entry includes only one pilot-in-command

**5.2.2.4** Team entries

**5.2.2.4.1** A Group Team entry is one for which two to four pilots plan to act as pilot-in-command (either in a single-place or a multiplace sailplane). Group team entries are allowed at Regional but not at National Contests.

**5.2.2.4.2** A Multiplace Team entry is one for which two pilots will fly together in a multiplace sailplane, taking turns as pilot in command. Each pilot must meet entry requirements and be aboard for all contest flights.

**5.2.2.4.3** For either type of team entry, one pilot must pay the full entry fee; others on the same team must each pay the SSA sanction fee. Team entries shall be indicated on scoresheets using the last name of each pilot, joined with an ampersand.

**5.2.2.5** The type of entry must be declared at registration and may not change after the first contest launch.

**5.2.3** Shared sailplane - Two or more single-pilot entrants may share one sailplane. Each must use a unique contest ID and each is scored separately. One sharing entrant must pay the full entry fee, and all sharing entrants must pay the SSA sanction fee. The CD shall be informed which pilot is to act as pilot-in-command prior to each contest flight.

**5.2.4** Passengers - An entrant may carry passengers in a multi-place sailplane.

**5.2.5** Nationality

**5.2.5.1** A US pilot is one who is a US citizen or a Lawful Permanent Resident as defined by the US Immigration and Naturalization Service (i.e. possesses a valid "Green Card"); others are considered foreign pilots.

**5.2.5.2** Foreign pilots are eligible to be listed and scored as regular entrants.

**5.2.5.3** At a National championship, only US pilots are eligible to be declared US National Champion ([¶ 7.1.1](#)).

**5.3** Entry Procedures

**5.3.1** Pilot Ranking Score

**5.3.1.1** A prospective entrant's Pilot Ranking Score is the greater of:

- A ranking score from the current SSA Pilot Ranking List
- The best pilot ranking score obtained in an SSA-sanctioned contest during the current calendar year and prior to the Preferential Entry Deadline.

**5.3.1.2** If an applicant has earned a greater ranking score in a SSA-sanctioned contest subsequent to the publication of the Pilot Ranking List, it is the applicant's responsibility to submit this to contest organizers.

**5.3.1.3** In the case of a team entry, the least favorable Pilot Ranking Score of any team member is used, but a team ranking score earned jointly by all team members will be used if more favorable.

**5.3.1.4** Pilots with no ranking score are considered unranked; their Pilot Ranking Score is zero.

**5.3.2** Preference Number

**5.3.2.1** Except for a Regional Sport Class entry, an applicant's Preference Number is the Pilot Ranking Score of [¶ 5.3.1](#).

**5.3.2.2** For a Regional Sport Class entry, inverted preference applies: an applicant's Preference Number is 100 minus the Pilot Ranking Score of [¶ 5.3.1](#). But contest organizers may limit the entry slots to which inverted preference applies; for other entry slots, the Preference Number is the Pilot Ranking Score.

**5.3.2.3** Each of the following that applies causes 100 to be added to the preference number:

- An applicant who meets the provisions of [¶ 3.2.2](#)
- For any Regional contest ([¶ 5.1](#)), an applicant who finished first in any class of the most recent SSA-sanctioned Regional contest at this site within the previous 2 calendar years
- For a Super-Regional competition ([¶ 5.1](#)), an applicant who resides within the contest's SSA Region and is among the top-ranking N applicants, where N is the number of entry positions selected by the organizers for priority under [¶ 5.1.2](#)
- For a normal Regional contest ([¶ 5.1](#)), an applicant who resides within the contest's SSA Region

**5.3.3** The Preferential Entry Deadline is 60 days prior to the first scheduled competition day.

**5.3.4** Entry applications ([¶ 5.5.2](#)) received no later than the Preferential Entry Deadline are ranked in order by Preference Number (and in case of ties, by date of application).

**5.3.5** At the Preferential Entry Deadline, applicants are assigned to available entry slots in order by rank. Any surplus of applications forms a ranked standby list.

**5.3.6** Prior to the Preferential Entry Deadline, Contest organizers may designate up to 2 qualified pilots to be granted preferential entry regardless of their ranking score. This provision is intended for use on behalf of those who have contributed significantly to contest organization and operation.

**5.3.7** Applications received later than the Preferential Entry Deadline are ranked by date of application (and in case of ties, by preference number) and added to the standby list.

**5.3.8** After the Preferential Entry Deadline, applicants are admitted to open entry slots in order from the standby list.

**5.3.9** The position of a prospective entrant who has not appeared and paid the full entry fee by 09:00 of a class's first scheduled competition day is considered to be open and available to a pilot on the standby list.

#### **5.3.10 Foreign Pilots**

**5.3.10.1** Foreign pilots ([¶ 5.2.5.1](#)) with a Pilot Ranking Score ([¶ 5.3.1](#)) greater than zero are eligible for entry in the same way as US pilots.

**5.3.10.2** Unranked foreign pilots are eligible for entry under the following rules:

**5.3.10.2.1** Two preferential entry positions are available. Priority for these goes to one pilot per foreign country, by date of application.

**5.3.10.2.2** If one of these positions remains open at the Preferential Entry Deadline, it can be taken by an additional foreign pilot from the country already represented, with priority by date of application.

**5.3.10.2.3** Unranked foreign applicants are included among those eligible for entry from the standby list ([¶ 5.3.5](#) - [¶ 5.3.8](#)).

**5.3.11** Successful applicants should be notified as soon as possible, and always within a week of acceptance

### **5.4 Fees**

**5.4.1** The sponsor shall fully describe all fixed and aerotow fees 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 Contest 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.

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

**5.4.2.3** 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.

##### **5.4.2.4 Sanction fees**

**5.4.2.4.1** The entry fee includes a contest sanction fee. The sanction fee amount is \$60 for National contests and \$45 for Regional contests.

**5.4.2.4.2** Sanction fees are to be paid by contest sponsors to the SSA at the conclusion of the contest. If the competition is not Official ([¶ 4.2.5](#), [¶ 4.3.4](#), [¶ 5.2.1.1](#)), half the fee is paid to the SSA and the remainder is refunded to entrants.

**5.4.2.4.3** No Sanction Fee is owed by an entrant who qualifies under ¶ 3.2.2, and who makes this known to contest organizers during registration. The Sanction Fee is deducted from the entry fee. In case of questions as to qualification, organizers should consult with the SSA Contest Committee.

**5.4.2.4.4** When Winscore is used as a competition's scoring software, of each sanction fee paid by entrants \$5 shall be paid by the SSA to the person/organization supporting Winscore.

**5.4.2.5** Rules governing fee amounts shall be those in effect at the start of a competition. If these have been altered after a competition was granted its sanction, the new fees and fee limits shall apply.

**5.4.3** The pre-paid aerotows of ¶ 5.4.2.1.3 may be taken at any time during the period of the contest (¶ 4.0). Aerotows taken for practice purposes are not included.

**5.4.4** The deadline for canceling an entry with full refund of fees paid is 30 days prior to the first scheduled competition day; after this time, money will be refunded at the discretion of the Contest Manager. But an applicant on the Standby list who cancels immediately upon notification that an entry position has become open receives a full refund.

## **5.5 Pilot Qualifications and Entry Requirements**

### **5.5.1 Experience requirements**

**5.5.1.1** Applicants can qualify via any of the following:

- Have a Pilot Ranking Score (¶ 5.3.1) greater than zero.
- Present evidence both of having completed a previous National soaring contest and of recent cross-country soaring experience.
- Foreign pilots may present evidence of having earned the FAI Gold Badge and of experience in soaring competition.

**5.5.1.2** For Regional contests, an applicant can also qualify via any of the following:

- Present proof of having earned the FAI Silver Badge and the Gold Badge distance leg
- Provide evidence of a valid flight accepted by the On-Line Contest (OLC) scored at a distance of at least 300 km
- For Sport class, present proof of having earned the FAI Silver Badge
- For Sport Class, provide evidence of a valid flight accepted by the On-Line Contest (OLC) scored at a distance of at least 100 km

### **5.5.2 Entry application requirements**

**5.5.2.1** To be considered for entry, an applicant must submit the following to the contest organizers:

- An SSA number indicating current voting or student SSA membership
- Evidence of meeting experience requirements (¶ 5.5.1)
- The entry deposit (¶ 5.4.2.3)
- A Pilot Ranking score and source, if earned in the current year (¶ 5.3.1.2)
- Declaration of the competition class to which entry is sought
- If the applicant is a US pilot, SSA Region of residence
- If the applicant is a Foreign pilot, country of citizenship
- Whether entering as regular entrant or guest

**5.5.2.2** The date of application is the date on which the submissions of ¶ 5.5.2.1 are completed.

### **5.5.3 Contest registration requirements**

**5.5.3.1** In addition to the requirements of ¶ 5.5.2, at contest registration each entrant must:

**5.5.3.1.1** Present proof of holding a valid FAA Private or Commercial Glider Pilot Certificate. Foreign pilots (¶ 5.2.5) may present an equivalent certificate from their country. For Regional Sport-class competitions, instructors and students at US Service Academies may present the appropriate endorsement making them eligible as pilot-in-command.

- Present proof of voting or student SSA membership valid through the final scheduled contest day.

- Declare the sailplane to be flown and its official configuration. A sailplane will be accepted provided it meets all applicable provisions of these rules.
- Declare ownership of the registered sailplane, or show permission of the owner to fly the sailplane in the competition.
- Present proof of insurance applicable to the registered sailplane and pilot(s), effective through the final scheduled competition day, showing coverage of at least one million dollars (\$1,000,000) per occurrence for bodily injury and property damage liability, with no reduction in coverage for persons outside the insured sailplane.
- Complete the contest registration form and the waiver/signature form.
- Pay the balance of fees owed.

#### **5.5.3.2 Entry Deadline**

Registration must be complete by 09:00 of the first scheduled competition day; no entries will be accepted later than this.

#### **5.5.4 Tow pilot requirements**

Prior to conducting any tow operations, pilots of aircraft that provide launches for contest sailplanes must:

- Present proof of holding a valid FAA Pilot Certificate.
- Present proof of ownership of the tow aircraft, or permission of the owner for its use in contest towing operations.
- Present proof of insurance for the tow aircraft with a minimum coverage of \$1,000,000 per occurrence for bodily injury and property damage liability.
- Receive a briefing from the Chief Tow Pilot.

### **5.6 Contest Information**

#### **5.6.1 Control Points**

**5.6.1.1** Control points include turnpoints, start points and finish points.

**5.6.1.2** Each control point shall be assigned a unique numeric ID and alphanumeric name.

**5.6.1.3** The latitude and longitude of each control point shall be specified. Coordinates of points that coincide with a ground feature shall be accurate to 200 ft or better based on the WGS-84 datum.

**5.6.1.4** The elevation of each control point shall be specified, with an accuracy of 50 ft or better.

**5.6.1.5** At least one control point shall be located on the home airfield. This shall be designated the home point, and its altitude shall be used as the official altitude of the home field.

**5.6.1.6** A point to be used as a finish gate shall mark the center of the gate and include the true track of a glider crossing perpendicular to the gate, accurate to 5 degrees or better.

**5.6.1.7** The standard format for control point data shall be the Cambridge .DAT format.

#### **5.6.2 Airspace**

**5.6.2.1** Closed airspace includes Class A, Class B, Class C, Prohibited areas, airspace outside US territory, and other airspace in which VFR flight by non-transponder-equipped aircraft is not allowed or would require a specific clearance. Any airspace that lies directly above such closed airspace is itself considered closed.

**5.6.2.2** Restricted areas (including areas covered by a Temporary Flight Restriction) are also closed. All airspace directly above such areas is itself closed, except in the case of designated areas for which the CD has specified an upper limit to the closed airspace (as an altitude MSL). This limit shall be set sufficiently above the actual top of the underlying Restricted area as to make inadvertent descent into that area unlikely. Descent below the CD-designated upper limit incurs a Serious Airspace Penalty ( ¶ 12.2.5.6).

**5.6.2.3** The CD may declare additional airspace to be closed.

**5.6.2.4** Closed airspace is considered closed at all times, except as specifically announced by the CD.

**5.6.2.5** Because airspace changes (including but not limited to Temporary Flight Restrictions) can be implemented at any time, all pilots should be aware that perfect accuracy of airspace data cannot be guaranteed. If discrepancies arise, they will be

resolved by reference to the official definition of airspace in effect at the time of flight, subject to modifications previously announced by the CD.

**5.6.2.6** The standard format for closed airspace data shall be the .SUA format.

### **5.6.3** Contest Databases

**5.6.3.1** Official databases in computerized form of control points ([¶ 5.6.1](#)) and of closed airspace ([¶ 5.6.2](#)) should be made available no later than 30 days prior to the first scheduled competition day.

**5.6.3.2** Each database shall include a unique version number or date/time, which shall be changed each time any change is made to the data.

**5.6.3.3** Copies of the current databases shall be readily available to entrants at the contest site.

**5.6.3.4** If after distribution of any pilot kit ([¶ 5.6.4](#)), any change to an official database is necessary, the CD will ensure that each entrant is notified of the new version and acknowledges this notification by signature.

**5.6.3.5** Scoring shall be based on the current version of contest databases.

### **5.6.4** Pilot's Kit

At registration, each entrant will be provided with the following contest-related information and documents. These may be supplied in printed or electronic form, at the discretion of contest organizers.

#### **5.6.4.1** Required

- A list of all key contest personnel ([¶ 3.1](#)).
- A diagram of the contest site showing runways, taxiways, trailer tie-down areas, vehicle routes, and start, finish, relight and gridding areas.
- Gridding, launch and relaunch procedures
- Communication procedures for off-site landings.
- List of designated airfields ([¶ 10.9.3.2](#))
- A map or diagram showing the location of all control points
- Designation of the current database versions for control points ([¶ 5.6.1](#)) and closed airspace ([¶ 5.6.2](#))

#### **5.6.4.2** Suggested

- A map or diagram showing local names for geographic features.
- A roadmap covering the contest area.
- The list of entrants and crews
- The schedule of social events

## **5.7** » Competition Classes

**5.7.1** National competitions are held in each of the classes described in [¶ 6.11.1](#) through [¶ 6.11.7](#).

**5.7.2** Regional competitions include one or more of the classes described in [¶ 6.11](#), as selected by the contest organizer on the AFS form.

**5.7.3** » Regional competitions may include handicapped classes as follows:

**5.7.3.1** Entries to a handicapped class can be restricted based on criteria specified by the contest organizers on the AFS form. Possible criteria include (but are not limited to) one or more FAI classes, maximum wingspan or a handicap range (or a combination).

**5.7.3.2** The handicap ranges of classes may overlap.

**5.7.3.3** Competition classes can be labeled, promoted and tasked to appeal to pilots by skill level rather than or in addition to limitation on sailplanes.

**5.7.3.4** † Gliders in a FAI handicapped class shall be assigned handicaps from the SSA Handicap Table, adjusted to Competition Weight ([¶ 6.8.2](#)).

**5.7.3.5** If participation in an announced class is deemed to be inadequate, the CD may elect to combine classes into a handicapped class.

## **5.8** Guests

**5.8.1** Organizers may, at their discretion, accommodate pilots who wish to fly as guests.

**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.

**5.8.3** Organizers may set a partial or pro-rated fee for a guest pilot who wishes to fly only part of a contest. Such a partial fee should cover daily costs and a reasonable share of fixed costs.

**5.8.4** Guests are expected to comply with all rules, and are specifically enjoined from providing aid to other pilots during flight.

**5.8.5** The performance of guest pilots shall not influence the scoring or ranking of regular entrants.

**5.8.6** Guest entrants are ineligible for the tangible awards of ¶ 7.0.

## **6.0 » SAILPLANES AND EQUIPMENT**

### **6.1** General

**6.1.1** A sailplane must have a valid airworthiness certificate issued by the civil aviation authority of the country in which it is registered. It must comply with applicable US Federal Aviation Regulations and meet all the requirements of the class in which it is entered.

**6.1.2** The CD has the right to inspect equipment at any time during the contest.

#### **6.1.3** Exchange of components

**6.1.3.1** A sailplane's major components include the fuselage, wings (including separable wingtips), empennage, and power unit (in the case of a motorized sailplane).

**6.1.3.2** Except as provided in these Rules, the exchange of a sailplane or major component is not allowed.

**6.1.3.3** If the CD determines that a sailplane was damaged through no fault of the pilot or crew, exchange is permitted provided the replacement exactly matches the damaged component.

**6.1.3.4** In the case of damage to separable wingtips whose span is less than 40 inches, exchange is permitted without considering fault and without the requirement that the replacement be an exact match. The CD must be informed and such an exchange may not be done more than once during a contest.

#### **6.1.4** Official Configuration

**6.1.4.1** A sailplane's official configuration is the one used during the first competition takeoff.

**6.1.4.2** Except as provided in these Rules, the official configuration may not be altered unless such alteration may be performed in flight.

### **6.2** Contest ID

**6.2.1** Each entrant must have a unique Contest ID, consisting of one to three characters (letters or digits). If more than one entrant wishes to use a certain ID, preference will be given first to the entrant using an ID officially assigned by the SSA and second to the entrant who first registered for the competition.

**6.2.2** The Contest ID shall be displayed in a contrasting color on both sides of the vertical tail (minimum height 12 inches) and under the right wing (bottom of ID toward the trailing edge of the wing; minimum height is the smaller of 24 inches or 90% of the wing chord excluding a control surface).

### **6.3** Motorized Sailplanes

**6.3.1** A motorized sailplane is one that incorporates a power unit available for use in flight that adds energy to the air through which the sailplane flies.

**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 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 ¶ 10.5.3, and to use the power unit after an outlanding.

**6.3.3.5** Except as provided for by ¶ 10.5.3, any use of the power unit ends a pilot's competition flying for the day. The pilot shall fly to a safe landing without attempting to proceed further on task; failure to comply can be considered Unsportsmanlike Conduct.

## **6.4 Multi-place Sailplanes**

**6.4.1** Multi-place sailplanes may be entered in any class whose rules they meet.

**6.4.2** Except as provided in ¶ 6.11, multi-place sailplanes may be flown solo or with passenger(s); in all cases weight restrictions must be met.

**6.4.3** Two pilots in a multi-place sailplane are not a team entry unless team entries are allowed and the multiplace team entry provisions of ¶ 5.2.2.4 are met.

**6.4.4** For a contest in the 20-Meter Multiplace class, if one pilot of a multiplace team entry becomes unable to participate, the entry may be changed to an individual entry.

## **6.5 Required Equipment**

### **6.5.1 Parachutes**

Each occupant of a sailplane must be protected by a parachute. This can be accomplished by either of the following:

- Each occupant wears a parachute.
- The sailplane is fitted with a ballistic parachute system approved by the sailplane manufacturer and designed to safely lower the plane and all occupants to the ground.

### **6.5.2 Emergency Location Devices**

Emergency Location Devices are electronic devices that may be used to assist in locating downed sailplanes. Each must be a standard production model produced in quantity by a reputable manufacturer.

**6.5.2.1** The following categories of Emergency Location Devices are recognized:

- Type 1: Emergency Locator Transmitter (ELT) - an impact-activated beacon conforming to FAA TSO C91, C91a or C126
- Type 2: Position tracker - a device that without pilot action transmits regular reports of an aircraft's in-flight position in such a way that these reports are readily available to contest officials in near real time

**6.5.2.2** When announced by contest organizers on the AFS form, a device in one of these categories shall be required in every sailplane. When Type 2 devices are specified, a Type 1 device shall be considered an acceptable substitute.

### **6.5.3 An aircraft-band VHF radio.**

### **6.5.4 Anti-collision device**

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

- is a FLARM device from FLARM Technology AG certified for use in the USA, which includes PowerFLARM and integrated glider instruments containing modules from FLARM Technology AG.
- uses a manufacturer-issued current firmware version
- transmits and receives continuously during flight
- generates a log covering all flying

**6.5.4.2** An ACD is required for all entrants in National competitions, and in Regional competitions for which this requirement has been specified by contest organizers on the AFS form ([¶ 2.2](#)).

**6.5.4.3** When an ACD is required, the following rules apply:

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

**6.5.4.3.2** 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.

**6.5.4.3.3** A pilot who determines that an ACD 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 ACD.

**6.5.4.3.4** A determination by the CD that the pilot has disabled or turned off the ACD as found by log evaluation 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 ACD 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.

## **6.6** 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.

**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:

- An aircraft-band radio ([¶ 6.5.3](#))
- An aircraft transponder
- A position tracker ([¶ 6.5.2.1.2](#))
- An approved anti-collision device (ACD - [¶ 6.5.4](#))
- A device that receives weather data
- A wireless telephone (not to be used for in-flight two-way communications, except to receive weather data)

**6.6.4** With the exception of Automatic Dependent Surveillance – Rebroadcast (ADS-R) data, reception of aircraft tracking data from any ground source is prohibited.

**6.6.5** Violations of any provision of this Rule are considered Unsportsmanlike Conduct. (Penalty described in [¶ 12.2.5.3](#).)

## **6.7** Flight Documentation Equipment

**6.7.1** All Flight Documentation is accomplished by means of a Flight Recorder.

### **6.7.2** Definitions

- Flight Recorder - a device that makes a continuous computerized log of a sailplane's position
- Flight Log - the record of a flight made by a Flight Recorder and transferred to a file on a scoring computer
- Fix - the record of a single position point, including time, latitude, longitude and altitude. A valid fix is one that lies along the flight track of the sailplane, and is not displaced from that flight track by an implausible distance or time. Throughout these Rules, only valid fixes are considered; invalid fixes are ignored.
- Security check - a software check supplied by the Flight Recorder manufacturer that verifies that a Flight Log has not been altered since it was produced by the Flight Recorder

### **6.7.3** Altitude recording

**6.7.3.1** A Flight Recorder may record altitude derived from a calculated position.

**6.7.3.2** A Flight Recorder may record a calibratable pressure altitude. Altitudes may be adjusted according to the best available calibration data.

**6.7.3.3** If a Flight Recorder records both calculated and pressure altitude, pressure altitude will be the primary data source and calculated altitude will be the backup data source for flight evaluation.

#### **6.7.4** Flight Recorder requirements

**6.7.4.1** All Flight Recorders used for Flight Documentation must:

- Provide horizontal position referenced to the WGS-84 geographic datum
- Be configured to use a fix interval of one (1) second. Failure to comply is penalized as incomplete flight documentation ( ¶ 12.1.3.6).

**6.7.4.2** Flight recorders used to document the flights of a motorized sailplane shall comply with the provisions of ¶ 6.3.3.

**6.7.4.3** Acceptable flight recorders

- All IGC-approved flight recorders are acceptable in all competitions.
- Certain flight recorders that are not IGC-approved may be acceptable, as described in the document Approved Flight Recorders for SSA-Sanctioned Soaring Competitions.

#### **6.7.5** Flight Log data format

**6.7.5.1** The Flight Log from a Flight Recorder must be in (or readily convertible to) a file that fully conforms to the IGC standard format.

**6.7.5.2** A valid log file must include:

- A unique Flight Recorder ID
- The date of the flight
- The entrant's competition ID and name
- A record of valid fixes ( ¶ 6.7.2)

#### **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.

**6.7.6.4** 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.

#### **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.

### **6.8** » Weight

#### **6.8.1** » Limitations

**6.8.1.1** ‡ No sailplane shall fly at a weight greater than the maximum certificated gross weight.

**6.8.1.2 ‡** Contest organizers may, on the Application for Sanction form, limit the maximum gross weight at which they will offer aero tows. When such a weight limit is in force, organizers may allow exceptions, but gliders allowed an exception may not carry disposable or fixed ballast other than for center-of-gravity adjustment.

## **6.8.2 »** Competition Weight

Applies to handicapped classes (**¶ 6.11**) in which handicaps are subject to adjustment for weight.

**6.8.2.1 ‡** For entries (including Group Team and Multiplace) that may not carry the same pilot / passenger every flight:

- When no-ballast rules are in effect for the entire contest, 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.
- When disposable ballast is allowed, Competition Weight is the smaller of Maximum Certificated Gross Weight and the weight of **¶ 6.8.1.2** (if specified).

**6.8.2.2 ‡** For other entries:

- When no-ballast rules are in effect for the entire contest, Competition Weight is the weight at the first contest launch. The sailplane shall be within 10 pounds of this weight for every contest launch.
- When disposable ballast is allowed, Competition Weight is the smaller of Maximum Certificated Gross Weight and the weight of **¶ 6.8.1.2** (if specified).

**6.8.2.3** The Competition Weight is used in the determination of a sailplane's handicap, per **¶ 11.4.1.5.6**.

## **6.8.3** Weighing

**6.8.3.1** The CD shall declare whether a weighing done as sailplanes are moved to the launch grid is Official or not; any weighing done after gridding shall be considered Official.

**6.8.3.2** If at an Official weighing a sailplane is found to be out of compliance with limitations, the weight of that sailplane must immediately be altered to a legal value. If the amount out of limitation exceeds 25 pounds, a penalty applies (**¶ 12.2.5.4**).

**6.8.3.3** After official weighing or gridding, weight may not be altered so as to be out of limitations, and may not be increased more than 5 pounds above the weight at weighing or gridding.

## **6.8.4** Disposable ballast

**6.8.4.1** Except as specified in **¶ 6.11**, disposable ballast is allowed. But for Regional contests, organizers may specify (on the AFS form) that designated classes will use no-ballast rules every day.

**6.8.4.2** When disposable ballast is allowed, the CD may on any day announce prior to the first launch that no-ballast rules are in effect. For National contests, this provision should be used only under unusual circumstances.

**6.8.4.3** When no-ballast rules are in effect:

- Disposable ballast is prohibited with the exception of disposable tail ballast
- Fixed ballast is permitted, but not more than an amount that brings the sailplane to its handicap weight, as specified in the SSA Sailplane Handicap List

## **6.9** Wingspan

**6.9.1** The Wingspan is defined as the length of the horizontal projection of the wings, from one extreme tip point to the other, with the wings in their completely unloaded "zero-G" shape. Wingspan may be measured by any suitable means, provided the wings are supported to reasonably approximate the unloaded shape.

**6.9.2** If a nominal wingspan is specified in **¶ 6.11**, the maximum span shall be the nominal wingspan plus 2.5 centimeters. No sailplane whose wingspan exceeds the maximum span shall be allowed to compete.

## **6.10** Towropes

**6.10.1** Contest organizers shall provide towropes of a strength suitable for typical maximum glider weights. Entrants with unusually lightweight gliders may provide their own weak links.

**6.10.2** Contest towropes shall employ standard Tost rings. Entrants with gliders needing different rings must supply them.

## **6.11 »** Sailplane Classes

### 6.11.1 Open Class

- No nominal wingspan applies - an Open-class sailplane may change span at any time.
- This is an unhandicapped class (§ 11.4.1.1).

### 6.11.2 » 20-Meter Multiseat Class

- Nominal wingspan is 20.0 meters.
- Sailplanes must accommodate at least two adults, and at least two seats must be occupied during each contest flight.
- † Sailplanes are assigned a handicap from the SSA Handicap List; handicaps are not adjusted for configuration changes.
- For National contests, the maximum handicap shall be 0.905.
- For Regional contests, organizers may elect to specify a larger maximum handicap up to 1.20, and that no-ballast rules will apply.

### 6.11.3 18-Meter Class

- Nominal wingspan is 18.0 meters.
- This is an unhandicapped class (§ 11.4.1.1).

### 6.11.4 15-Meter Class

- Nominal wingspan is 15.0 meters.
- This is an unhandicapped class (§ 11.4.1.1).

### 6.11.5 » Standard Class

- Nominal wingspan is 15.0 meters.
- Any method of changing the wing profile other than the normal use of ailerons is prohibited. Lift-increasing devices are prohibited, even if unusable.
- The sailplane must be fitted with airbrakes which cannot be used to increase performance. Drag parachutes are prohibited.
- Pilots of non-production Standard Class sailplanes must obtain a letter of approval from the SSA Contest Committee before entry can be accepted.
- † Sailplanes are assigned a handicap from the SSA Standard Class Handicap List; the maximum handicap shall be 0.95. Handicaps are not adjusted for configuration changes.

### 6.11.6 Sport class

- No-ballast rules shall apply (§ 6.8.4).
- Sailplanes are assigned a handicap from the SSA Handicap List; contest organizers may restrict entries to a specified handicap range.

### 6.11.7 Club class

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

### 6.11.8 » FAI handicapped class

- † Sailplanes are assigned a handicap from the SSA Handicap List; handicaps are not adjusted for configuration changes.
- Contest organizers may specify a handicap range; sailplanes with a handicap greater than the specified maximum may compete under the provisions of § 11.4.1.4.
- This class is used in Regional but not in National contests.

## 7.0 AWARDS

### 7.1 National competitions

**7.1.1** Awards will be made to the US pilots who are regular entrants and achieve the best results in the following categories:

**7.1.1.1** Final score

- in the U.S. National Open Class Championships - The Richard C. duPont Memorial Trophy with medallion and endowment check
- in the U.S. National 18-Meter Class Championships - The Charlie Spratt 18-Meter Class Trophy
- in the U.S. National 15-Meter Class Championships - The 15-Meter Trophy
- in the U.S. National Standard Class Championships - The Standard Class Trophy
- in the U.S. National Sport Class Championships - The Lattimore Trophy
- in the U.S. National Club Class Championships - The Mary Klassen Trophy
- by a Junior entrant in the U.S. National Sport Class Championships - Bronze Medallion
- Foreign pilots whose scores would qualify for the above awards will receive a certificate of achievement.

**7.1.1.2** Scored speed on any task

- in the U.S. National Open Class Championships - The Larissa Stroukoff Memorial Trophy
- in the U.S. National 18-Meter Class Championships - The Charlie "Lite" Minner Trophy
- in the U.S. National 15-Meter Class Championships - The Joe Giltner Trophy
- in the U.S. National Standard Class Championships - The Jon Kubly Trophy
- in the U.S. National Club Class Championships - The Nathan Maleady Trophy

**7.1.2** Regular entrants will be ranked and SSA Awards provided as follows:

- Gold Award - Highest Final Score
  - Silver Award - Second Highest Final Score
  - Bronze Award - Third through Xth Highest Final Score
- X = 4 for 20-24 entrants  
X = 5 for 25-29 entrants  
X = 6 for 30-34 entrants, etc.

**7.2** In each class of a Regional contest, regular entrants will be ranked and SSA Awards provided as follows:

- Silver Award - Highest Final Score
  - Bronze Awards - Second Through Xth Highest Score
- X = 3 for 10-19 entrants  
X = 4 for 20-29 entrants  
X = 5 for 30-39 entrants, etc.

**7.3** Junior and Feminine National Champions

**7.3.1** The titles of Junior and Feminine National Champion will be awarded each year upon the completion of all National competitions.

**7.3.2** The Junior or Feminine National Champion is the eligible pilot who achieves the highest percentage of the maximum possible score (the sum of all winning daily scores) at any US National Soaring Championship during the calendar year.

**7.3.3** A minimum of 60% of the maximum possible score must be achieved for a Junior or Feminine National Champion to be declared.

**7.3.4** The Junior National Champion is awarded the Rudolf W. Mozer Trophy.

**7.4** In case of ties, duplicate awards are presented.

**7.5** Contest Organizers may present commemorative, daily and other awards, as they see fit.

## **8.0 PROTEST**

- 8.1** Each entrant is expected to follow these rules and the rulings of the CD, who is the enforcer and arbiter of these rules. For a protest against a ruling of the CD to be sustained there must be clear evidence that a provision of these Rules was not followed.
- 8.2** An entrant may request an explanation of an action or decision made by any contest official. This request shall be made of the CD, either orally or in writing. The CD shall respond in kind, as promptly as possible and always within 24 hours.
- 8.3** An entrant who believes that these Rules have been incorrectly applied shall deliver a written protest to the CD within 24 hours of the time of the protested incident, action or score.
- 8.4** The CD shall issue a prompt written ruling on the protest, giving the reason for the ruling. In arriving at a decision, the CD shall seek advice from the Contest Competition Committee and may ask for statements from witnesses, etc. The ruling shall be issued within 24 hours of receipt of the written protest.
- 8.5** Appeal of a decision of the CD shall be directed to the SSA Contest Committee Chairman and must include all relevant documents such as the written protest, the CD's written decision, statements of witnesses, etc. Written notification of intent to appeal must be given to the CD within 24 hours of the CD's decision and the appeal must be delivered to the SSA within ten days of the decision. The Chairman of the SSA Contest Committee shall seek advice from members of the SSA Rules Committee, and shall make a prompt response, in writing, giving a decision and the reason for it.
- 8.6** Further appeal may be directed to the SSA Board of Directors which may revise or let stand the decision of the Contest Committee. If the SSA Board of Directors elects to revise the decision, it shall make a prompt response in writing.

## **9.0 SAFETY**

- 9.1** A contest should be run with the greatest emphasis on safety. No phase of the operation of the contest or interest in competition can be allowed to compromise safety. Each pilot, crew member, and Contest Official must carry out his responsibility to prevent unsafe practice. The Contest Manager has the primary responsibility for the preparation of a safe plan of operation to be carried out by the Operations Director, CD, other contest staff, pilots and crews.
- 9.2** 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.
- 9.3** Circling within 5 miles of the contest site, within an active start cylinder, or behind a start line within 5 miles of the start point will be to the left.
- 9.4** Judgments affecting flight safety are the sole responsibility of the pilot in command. This includes (though is not limited to) any decision to fly into weather, over rough terrain or hazardous areas, and the evaluation of the safety of any potential landing site.
- 9.5** Sailplanes and trailers will be tied down when unattended.
- 9.6** The following are prohibited:
- Aerobatics
  - Flying within clouds
  - Flight after Contest Sunset ([¶ 12.2.5.2](#)).
- 9.7** Test flights may be made before the launch line opens if authorized by the CD.
- 9.8** The CD may declare a rest day if previous contest flying has created a potential fatigue problem for pilots.
- 9.9** The Contest Manager shall make available a Safety Box for pilots (and officials) to anonymously submit written comments on any incident or action they feel should be brought to the attention of the CD. The CD shall review the contents of the Safety Box daily and take action as deemed appropriate.
- 9.10** During take-off and landing operations, all pilots and towpilots should monitor the contest frequency for information pertaining to flight safety.
- 9.11** Competitors are expected to comply with Federal Aviation Regulations applicable to non-transponder-equipped aircraft operating under Visual Flight Rules.
- 9.12** If an aircraft may have suffered damage, the CD has the right to ask that it be examined by a qualified inspector prior to further flight.

**9.13** Entrants who are involved in or witness any accident or incident shall cooperate with the CD in completion of the associated Accident/Incident Report (¶ 13.2).

**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.

**9.14.2** The complaint shall be reviewed by an Investigating Committee consisting of the Chairman of the Contest Committee and the SSA Rules Subcommittee. Witnesses may be interviewed for additional information. If the complaint appears credible, it will be discussed in detail with the pilot, if he or she is willing to discuss the complaint. The Investigating Committee will present its findings in writing to the SSA Board of Directors, along with a recommendation for action. Such recommendation may be for no action, counseling, probation, restriction to certain types and/or levels of competition, a ban from competition for a specified period, or a permanent ban. The final action taken shall be determined by the Board of Directors.

**9.14.3** The Investigating Committee shall when feasible make its recommendation within 30 days of the submission of a request for review.

**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.

**9.16** A pilot involved in a midair collision becomes ineligible for additional scored distance at the time of the collision; the pilot remains eligible for the airport landing bonus (¶ 10.9.3).

**9.17** While inside or within 2 miles of any Start Cylinder or Start Line that has been designated for use by any competition class, pilots are expected to:

- pay particular attention to safe flight near circling sailplanes.
- avoid flight at indicated airspeeds greater than 115 mph (100 knots). (But an airspeed that yields a start groundspeed not exceeding that of ¶ 10.7.4.4.1 is acceptable).

**9.18** The CD shall insure that any significant safety-related incident is reported in accordance with ¶ 13.2. In addition, any significant safety concern raised during the contest - including any important Safety Box submission - should be described in the Contest Summary Report (¶ 13.3.2.4).

## **10.0 » CONTEST FLYING**

### **10.1** Daily Times

**10.1.1** Time of earliest soarable weather - estimated by the CD based on the daily weather forecast.

**10.1.2** Grid Time - the time at which all sailplanes should be on the launch grid, as specified by the CD each day. This time should be at least one hour after the close of a daily pilots' meeting, and 25 minutes before the expected time of the first launch.

**10.1.3** Launch Begins - as announced by the CD, but generally not sooner than 25 minutes after grid time or the end of a pilots' meeting held prior to the first launch.

**10.1.4** Start Opens - at the time of the first launch.

**10.1.5** Task Opens - at a time designated by the CD, about 15 minutes after the last competitor who accepts his designated launch starts his takeoff roll.

**10.1.6** Finish Opens - at the time of first launch.

**10.1.7** Launch Line Closes - three hours before Contest Sunset, unless extended by the CD.

**10.1.8** Contest Sunset - the CD shall designate a Contest Sunset time, which should be approximately 10 minutes prior to the earliest time of sunset at the contest site during the period of competition.

**10.1.9** Start Closes - 30 minutes prior to Contest Sunset time.

**10.1.10** Finish Closes - at Contest Sunset time.

## 10.2 Meetings and Task Notification

**10.2.1** A mandatory pilots' contest briefing will be held prior to the first competition launch. A pilot not in attendance must be briefed by the CD prior to that pilot's first competition flight. The purpose of this briefing is to discuss competition rules, Start/Finish procedures, airport operations and contest safety.

**10.2.2** A daily pilots' meeting will be held prior to launch with the following suggested format:

- Contest Manager - Administrative announcements, results of previous task.
- Operations Director - Operational comments, gridding and launch.
- Meteorologist - Weather briefing, current NOTAM information as supplied by the Federal Aviation Administration
- Competition Director - Safety briefing, proposed and alternate tasks.

**10.2.3** After Grid Time, the CD may call a pilots' meeting near the launch line to confirm or change the task to be flown. The CD shall ensure that each pilot is aware of the task.

**10.2.4** The CD may change the task after the launch has begun but before the task opens, using these procedures:

**10.2.4.1** Pilots that have not yet launched can be notified in person of a task change.

**10.2.4.2** For pilots that have launched, a task change will be announced on the contest frequency and a roll call (in alphanumeric order by contest ID when practical) taken to verify that each pilot is aware of the announcement. If a pilot fails to respond, the CD will re-transmit the information to that pilot, and will then assume that the pilot has the new information.

**10.2.4.3** Neither a change of task opening time nor an increase in the Maximum Start Height requires a roll call - an announcement on the contest frequency is sufficient.

**10.2.4.4** When practical, task changes within 10 minutes of task opening time should be avoided.

## 10.3 Tasks

### 10.3.1 Task Types

The following task types are available for use during the Championships. A single task type should not be used for more than two-thirds of the Championship Days in each class.

- Racing Task
- Assigned Area Task

### 10.3.2 Task Definitions

**10.3.2.1** Racing Task (RT) - Speed over a course of two or more designated Turnpoints, with a finish at the contest site. The task is specified by the designation of the Start, the Turnpoints (in order), and the Finish. Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points". Non-finishers receive "distance points" only (the distance points are calculated relative to the maximum distance flown).

**10.3.2.2** Assigned Area Task (AAT) - Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time. Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points". Speeds are calculated based on each finisher's elapsed time or the Minimum Task Time, whichever is greater. Non-finishers receive "distance points" only (the distance points are calculated relative to the maximum distance flown).

### 10.3.3 Explanation of Tasks

#### 10.3.3.1 Racing Task

**10.3.3.1.1** The Organisers shall set a Start, two or more Turnpoints (7.5.1) to be achieved in order, and a Finish.

**10.3.3.1.2** The task is completed when the competitor makes a valid Start, achieves each Turnpoint in the designated sequence, and makes a valid Finish. A Turnpoint is achieved by entering that Turnpoint's Observation Zone.

**10.3.3.1.3** The Task Distance is the distance from the Start Point to the Finish Point via all assigned Turnpoints, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

**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 Turnpoint to the Finish point, less the distance from the Scored Landing Point (¶ 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 Turnpoint achieved plus the distance achieved on the uncompleted leg. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Scored Landing Point (¶ 11.2.2.3) and the next Turnpoint. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.
- For finishers, the Marking Time is the time elapsed between the most favorable valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.
- For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

#### **10.3.3.2** Assigned Area Task

**10.3.3.2.1** The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time. The task information for pilots should include the nominal Task Distance, assessed via the center of each Assigned Area, and the minimum and maximum Task Distances achievable via the Assigned Areas. The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.

**10.3.3.2.2** The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.

**10.3.3.2.3** Credited Fix For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

**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 (¶ 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, 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.
- For finishers, the Marking Time is either the time elapsed between the most favorable valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.
- For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero

### **10.4** Flight Documentation

#### **10.4.1** General

**10.4.1.1** All contest flights shall be documented by means of a Flight Recorder (¶ 10.4.2).

**10.4.1.2** Flight Documentation consists of a Flight Log and any Task Claim form pertinent to the flight.

### 10.4.1.3 Task Claim Form

10.4.1.3.1 A Task Claim Form shall be submitted to the Scorer in the following circumstances:

- A Safety finish (¶ 10.8.5) is claimed
- The pilot of a motorized sailplane used the power unit other than for self-launch or engine test (¶ 10.5.3.2 - ¶ 10.5.3.4).
- Flight Documentation includes an incomplete flight log

10.4.1.3.2 After scores have been calculated and before they are Official, any pilot may submit a subsequent Task Claim form for the purpose of obtaining a more accurate score (¶ 11.2.2.7).

10.4.1.4 The CD and the Scorer shall ensure that all flight documentation is promptly analyzed. Documentation submitted by 20:00 should be analyzed before the next pilots' meeting; documentation submitted later should be analyzed before 12:00 the next day.

10.4.1.5 The Scorer shall publish daily flight documentation available to entrants no later than the next daily pilot meeting. This requirement can be satisfied by posting such documentation in an accessible place on a common storage medium (e.g. compact disk or thumb drive), or on a website to which access is readily available to any entrant.

10.4.1.6 At the end of the competition the Scorer will publish all flight documentation to a publicly accessible website.

### 10.4.2 Flight Log requirements

10.4.2.1 A valid Flight Log is one that:

- Was produced by a Flight Recorder that meets the provisions of ¶ 6.7.4
- Shows the takeoff, the path of the flight, and the landing.
- Has a typical interval between fixes of one second.
- Between takeoff and landing, shows no interval between fixes exceeding 15 minutes (See ¶ 6.3.3 for motorized sailplanes constraints).

10.4.2.2 [not applicable]

### 10.4.3 Turnpoints and Assigned Areas

10.4.3.1 A Turnpoint is a way point between two legs of a flight. The Observation Zone of a Turnpoint is the airspace inside a vertical cylinder of 0.3 mile radius centered on the Turnpoint.

10.4.3.2 An Assigned Area is a circle of a given radius, centered on a Turnpoint. The Observation Zone of an Assigned Area is the airspace enclosed by the circle and extending vertically without limit.

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

10.4.3.4 A competitor is credited with valid achievement of a Turnpoint or Assigned Area if the Flight Log shows a valid fix within the Observation Zone.

10.4.3.5 Missed Turnpoint

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.

10.4.3.6 If a competitor is eligible for a penalty under ¶ 10.4.3.5, the Scorer will choose whichever of these two evaluations results in a higher score:

- the pilot receives credit for achieving the Turnpoint or Assigned Area, and the penalty is applied
- the pilot does not receive credit for achieving the Turnpoint or Assigned Area and the penalty is not applied

### 10.4.4 Flight log problems

10.4.4.1 Use of multiple incomplete flight logs

**10.4.4.1.1** A pilot with multiple incomplete flight logs may receive credit for a flight by submitting all available flight documentation.

**10.4.4.1.2** The CD shall examine all flight documentation to determine the points at which the flight was properly controlled. Any portion of a Flight Log may be used to determine proper control.

**10.4.4.2** An entry may make use of the provisions of ¶ 10.4.4.1 once during a competition without penalty; subsequent use of the rule incurs a penalty (¶ 12.1.3.6) for each such case.

## **10.5** Launching

### **10.5.1** Order of Launch

**10.5.1.1** The initial day's launch positions will be determined at random. Positions for subsequent days will be determined by placing the front 20% of the previous competition day's list at the back of the launch grid, for each class.

**10.5.1.2** If the grid layout has multiple gliders in each row, organizers may elect to allow row gridding: pilots are assigned a grid position but may place their gliders on any available position within their assigned row on a first-come, first-served basis or as instructed by the CD. (But any division between competition classes shall be preserved.)

**10.5.1.3** Grid lists for all competition days will be made available no later than the second daily pilots' meeting.

**10.5.1.4** The CD shall maintain an auxiliary launch list, indicating the order of launches after the last scheduled grid position. Pilots who wish to pull back or re-launch are placed on this list on a first-come, first-served basis.

### **10.5.2** Launch procedure

**10.5.2.1** Pilots should have their planes in the proper grid position at Grid Time and be ready to launch 20 minutes after Grid Time. A pilot who is not in proper position at Grid Time, or is not ready to launch in sequence will be deemed to have pulled back.

**10.5.2.2** A pilot may pull out of his grid position at any time and move so as to launch in accordance with the CD's auxiliary launch list(¶ 10.5.1.4). Such pull-backs are intended to be used to deal with unforeseen problems, and not as a routine part of contest strategy.

**10.5.2.3** Launches aborted due to no fault of the sailplane pilot will be re-launched as soon as is practical.

**10.5.2.4** Sniffer - The CD may select a radio-equipped sailplane, flown by an experienced soaring pilot, to obtain an accurate assessment of the soaring conditions and to assist in selection of the time for the first launch.

**10.5.2.5** Relaunches from any class should be given priority over classes that have not begun to launch. (¶ 1.6)

**10.5.2.6** The order of launching classes may alternate. But classes that have not yet achieved the required number of valid days for a valid contest (¶ 4.2.5 or ¶ 4.3.4) and which may still do so are to be given priority.

**10.5.2.7** Except as provided in ¶ 10.5.3 contest launches will be by aerotow. The aerotow operation should be capable of launching all sailplanes in one hour or less. Towplanes will tow at 80 miles per hour (unless otherwise requested) in a pre-selected pattern to an altitude of 2000 ft AGL (or as specified by the CD).

**10.5.2.8** The Operations Director will record take-off roll times, sailplane competition ID, and towplane numbers.

**10.5.2.9** Re-launch following retrieval from off-site landings will not be allowed. However, the CD may permit relaunches after off-site landings due to a condition judged to be the responsibility of the contest organization.

**10.5.2.10** The CD may suspend the launch for safety reasons. Launching should be resumed at the earliest practicable time, preserving launch order. The CD will declare a no-contest day if the delay is so long that the remaining soaring day makes fair competition unlikely.

### **10.5.3** Motorized sailplane engine-use procedures

When approved by contest organizers and the CD, pilots of motorized sailplanes may elect to use their engines, in accordance with the following rules.

#### **10.5.3.1** General

**10.5.3.1.1** The final responsibility for any decision to use an engine lies with the pilot.

**10.5.3.1.2** Any use of the engine other than for self-launch (¶ 10.5.3.2) or motor test (¶ 10.5.3.4) must be noted on a Task Claim form submitted to the Scorer.

**10.5.3.1.3** When these procedures call for a descent, the flight log must show that the subsequent climb was achieved only in normal lift, and not as the result of a pull-up from high speed.

**10.5.3.1.4** The penalty for violations of these procedures shall consist of a fixed minimum (§ 12.1.3.3) plus a number of points that in the estimation of the CD represents the maximum possible advantage obtained from the violation. Height violations normally incur a penalty of one point per foot.

**10.5.3.1.5** Any engine use not in conformance with Rules 10.5.3.2 - 10.5.3.4 ends a pilot's competition flying for the day.

#### **10.5.3.2 Self-launch**

**10.5.3.2.1** Pilots shall follow procedures and a flight path as specified by the CD. These shall be chosen to maximize safety (which includes ensuring adequate separation from other sailplanes and allowing for a sailplane with engine problems to make a safe unpowered return to the home field) and to minimize competitive imbalance by keeping all sailplanes in substantially the same conditions of weather and lift.

**10.5.3.2.2** Engines must be shut down no higher than an altitude specified by the CD, which shall normally be 800' higher than the aerotow release altitude.

**10.5.3.2.3** Sailplanes that exceed the aerotow release altitude under power must within ten minutes after engine shutdown be at a designated position close to the normal aerotow release area and no higher than normal aerotow release height.

#### **10.5.3.3 Re-launch**

**10.5.3.3.1** Pilots may land at the home field without the use of power and then self-launch in the sequence of the CD's auxiliary launch list (§ 10.5.1.4).

**10.5.3.3.2** Pilots in the air may start their engine within three miles of the home airfield and not below 1000' AGL, then follow the self-launch procedures of § 10.5.3.2. A pilot who makes use of this option is not eligible for a start time until fifteen minutes after engine shutdown.

#### **10.5.3.4 Motor test**

**10.5.3.4.1** Once per flight, pilots may elect to test an engine that was not used for self-launch. The engine must be started within 30 minutes of aerotow release, before starting on task, and not below 1000 ft AGL.

**10.5.3.4.2** The flight log must show an engine run no longer than two minutes, during which the climb did not exceed 800 ft. After engine shut-down, the flight log must show that within 10 minutes the pilot returned to the altitude and approximate location of the engine start.

**10.5.3.4.3** The pilot is not eligible for a start time until two minutes after the procedures of § 10.5.3.4.2 are complete.

### **10.6 Radio usage**

**10.6.1** The contest frequency is 123.3 Mhz; 123.5 Mhz is used for pilot-crew communications. If 123.3 Mhz becomes unusable, the CD may designate 123.5 Mhz (or another available aviation frequency) as the contest frequency.

**10.6.2** The contest frequency is used for official contest functions including task announcements, task opening, starts, finishes, etc.

**10.6.3** All towplanes and sailplanes shall use one frequency for launches and while a sailplane is on tow; likewise, a single frequency shall be used for finishes, patterns and landings. Also see § 10.8.1.2.

**10.6.4** Normally, the contest frequency is used for both launches and landings. But the CD may announce an alternate launch/landing radio procedure using a different frequency.

**10.6.5** The contest frequency should be used sparingly, for necessary contest- and safety-related transmissions.

**10.6.6** Transmissions shall use the ICAO phonetic alphabet when appropriate.

**10.6.7** While on course, each pilot should monitor the contest frequency for safety messages from other pilots.

**10.6.8** Crews shall not initiate a radio call to their pilot, except in an emergency, or to relay information previously transmitted by the CD. Otherwise, transmission of soaring or contest information to pilots by crew is prohibited.

**10.6.9** Except under the provisions of § 10.6.10, air-to-air and ground-to-air radio communication for any reason other than safety is prohibited; an Unsportsmanlike Conduct penalty may apply (§ 12.2.5.3).

**10.6.10** In Regional competitions, air-to-air radio communication between competing pilots is permitted, subject to the following rules:

**10.6.10.1** Such communications shall exclusively use aviation radios, and shall be done in a way that does not interfere with normal contest procedures conducted on the contest frequency.

**10.6.10.2** For any reason other than safety, radio communication with pilots not entered in the competition and ground-to-air communication are prohibited.

**10.6.10.3** Contest organizers may elect to disallow the radio communication provided for in this Rule; this should be announced well prior to the Preferential Entry Deadline. Such communication may be disallowed for some classes and not for others.

**10.6.10.4** The CD may temporarily or permanently disallow radio communication that proves detrimental to the operation or safety of the contest.

## **10.7 » Starting**

### **10.7.1 Definitions**

- Start Point - the midpoint of the Start Line or center of the Start Ring
- Start Time - the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second
- Start Altitude - the altitude of the glider at the Start Time

### **10.7.2 [not applicable]**

### **10.7.3 Start Geometry**

The Organisers shall select which start geometry will be used during the contest. The choices are:

- Start Line - A line of specified length, perpendicular to the course to the first Turnpoint, or the center of the first Assigned Area
- Start Ring - A circle of specified radius, centered on a Start Point

### **10.7.4 » Start Control**

#### **10.7.4.1 Start time and altitude**

**10.7.4.1.1** If a Start Line is in use, a start occurs when the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet.

**10.7.4.1.2** If a Start Ring is in use, a start occurs when the Flight Log shows that the glider crossed the Start Ring while exiting.

**10.7.4.1.3** Start time is time the glider crossed the start line or start ring, interpolated to the nearest second. Start altitude is the interpolated altitude at the start time.

**10.7.4.1.4** A start can be validated when a glider approaches but fails to properly cross the start line or start ring, provided the flight log shows a valid fix within 0.3 miles of the line or ring. Start Time and Start Altitude are the time and altitude of the closest such fix. A miss distance is calculated: it is the distance (in miles) from this fix to the nearest point of the Start Line or Start Ring. A penalty (§ 12.1.3.2) applies.

#### **10.7.4.2 Start validity**

A start is valid if

- the start time is not earlier than start opening time (§ 10.7.5)
- the start time is not later than sunset, nor any announced start closing time (§ 10.7.5.3)
- the start groundspeed is acceptable (§ 10.7.4.5.3)
- excess height (§ 10.7.4.3.3, § 10.7.4.4.3) does not exceed 300 ft.
- the start is not made after a properly completed task (§ 10.10.1)

#### **10.7.4.3 Pre-start altitude**

**10.7.4.3.1** The CD may specify a maximum Pre-Start Altitude (expressed as an MSL altitude that is an integral multiple of 100 ft). After the start opening time and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude. If specified, this altitude shall be announced at the Briefing and on the Task Sheet.

**10.7.4.3.2** A pilot's lowest pre-start altitude is the lowest altitude of any fix recorded between start opening time and the time of a start.

**10.7.4.3.3** If the lowest pre-start altitude exceeds the specified maximum pre-start altitude, an excess height (in feet) is calculated; it is the difference between the lowest pre-start altitude and the maximum pre-start altitude. If the excess height is greater than 300 ft, the start is invalid; otherwise, a penalty (§ 12.1.3.2) applies.

#### **10.7.4.4 Maximum Start Altitude (MSA)**

**10.7.4.4.1** The CD shall specify a Maximum Start Altitude (expressed as an MSL altitude that is an integral multiple of 100 ft). The MSA should normally be at least 500 feet below cloudbase or top of lift, and chosen to allow a fair start for all competitors.

**10.7.4.4.2** The MSA may be set at Briefing, on the grid before the launch begins, or before the first announcement of the opening of the Start. An announcement of the MSA shall be included with each radio call concerning the opening of the Start for that class.

**10.7.4.4.3** For a Start higher than the MSA, an excess height (in feet) is calculated; it is the difference between the start altitude and the MSA. If the excess height is greater than 300 ft, the start is invalid; otherwise, a penalty (§ 12.1.3.2) applies.

#### **10.7.4.5 Maximum Start Groundspeed (MSG)**

**10.7.4.5.1** The CD shall specify a Maximum Start Groundspeed (expressed as a speed that is an integral multiple of 10 miles per hour, and the equivalent in knots) at Briefing and on the Task Sheet. In choosing the MSG, the CD should take into account density altitude and the expected wind component on the first leg of the Task. The "no wind / sea level" value of the Maximum Start Groundspeed should be at least 100 mph (87 knots).

**10.7.4.5.2** The glider's start groundspeed is equal to the straight-line distance between the pair of fixes nearest to three (3) seconds before and after the Start Time, divided by the elapsed time between those fixes.

**10.7.4.5.3** For a Start made at a groundspeed that exceeds the MSG, an excess speed (in mph) is calculated; it is the difference between the glider's start groundspeed and the MSG. If the excess speed exceeds 35 mph; the start is invalid; otherwise, a penalty (§ 12.1.3.2) applies.

**10.7.4.6** ‡ When in the CD's opinion a Maximum Start Altitude is not required to discourage flying near clouds or gaggles at the top of blue thermals, the CD may declare an unlimited start: No altitude or airspeed restriction then applies at the start. A Maximum Pre-start Altitude (§ 10.7.4.3.1) may still apply, and is encouraged to assure a fair start to late launchers.

### **10.7.5 Starting Procedures**

**10.7.5.1** 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.

**10.7.5.2** The time of opening of the Start shall be specified to a whole minute, and announced by radio. At the announced opening time, the start will open. If a delay is needed, the new opening time should be announced at least 3 minutes before the superseded opening time.

**10.7.5.3** The start line or start ring shall normally close at the end of legal daylight. Prior to the first launch in a class, the CD may announce an earlier closing time. After the closing of the start line or start ring, no starts will be valid.

**10.7.6** In the case of multiple valid Starts, the competitor has the right to be scored using the valid Start that yields the best score.

## **10.8 Finishing**

### **10.8.1 Definitions**

- Finish Point - the midpoint of the Finish Line or center of the Finish Ring.
- Finish Time - the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.

### **10.8.2 Finish Geometry**

The Organisers shall select which finish geometry (Ring or Line) will be used during the contest.

**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.

**10.8.2.2** Finish Line - A line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum altitude (MSL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum altitude, except straight-in landings, shall be penalized.

**10.8.2.3** A Finish Ring is to be regarded as the preferred finish procedure as it allows each pilot to slow down and concentrate on the landing procedures and other sailplanes prior to landing.

**10.8.2.4** Organisers are encouraged to use a Final Turnpoint to align the sailplanes with the desired direction of finishing. If possible, separate Final Turnpoints should be used for each class.

### **10.8.3** Validity of Finishes

**10.8.3.1** A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring. After crossing the Finish Line / Finish Ring the glider must land without delay.

**10.8.3.2** A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

**10.8.3.3** The finish shall normally close at the end of legal daylight, or when all competitors are accounted for. Conditions for closing the finish at other times must be described in detail by the CD. Competitors still on task after finish closing shall be considered as outlanded at the last valid fix preceding the closing time.

### **10.8.4** Communications

**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.

**10.8.4.2** When a Finish Ring is in use, the pilot should transmit "[Contest ID] Finish" when crossing the ring.

**10.8.4.3** Pilots are encouraged to make additional radio calls when these would increase safety, but to avoid unnecessary radio chatter.

**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 miles from their planned finish, and make all subsequent transmissions on the landing frequency.

**10.8.4.5** During finishes, contest officials may provide information concerning the runway in use and the estimated wind. They will not be responsible for giving traffic control information.

### **10.8.5** Safety finish

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

**10.8.5.3** 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 Ring is in use, the Projected Finish Location is the nearest part of the Finish Ring at the minimum finish height.
- When a Finish Line is in use, the Projected Finish Location is the Finish Point.

**10.8.5.4** 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.

**10.8.5.5** 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.

**10.8.5.6** 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.

## **10.9 Post-Flight**

### **10.9.1 Landing at the Contest Site**

#### **10.9.1.1 Flight Documentation Interval (FDI)**

This is the maximum time that may elapse between a landing at the contest site and the submission of valid flight documentation (¶ 11.2.2) to the Scorer. (Penalty specified in ¶ 12.1.3.5.)

**10.9.1.2** When not otherwise designated by the CD, an FDI of 1 hour shall apply.

### **10.9.2 Landing away from the Contest Site**

**10.9.2.1** 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.

#### **10.9.2.2 Notification of outlanding**

**10.9.2.2.1** It is a pilot's first duty, after landing and securing the sailplane, to complete an Outlanding Report and then telephone the contest site. Pilots who fail to promptly supply full information are subject to an administrative penalty (¶ 12.1.3.7).

**10.9.2.2.2** The Outlanding Report should include a contact telephone number, the turnpoints achieved, the landing location and retrieve instructions. If the landing site is an airfield, the name of the airfield suffices as the location; otherwise, the latitude/longitude coordinates of the landing site, accurate within 0.5 miles, shall be included.

**10.9.2.2.3** The telephone call is normally directed to the contest Retrieve Office. Pilots may alternatively contact their crews with the necessary information, directing their crews to supply this to the Retrieve Office prior to departing the contest site. Failure to properly inform the Retrieve Office makes the pilot subject to an administrative penalty (¶ 12.1.3.7).

**10.9.2.2.4** Use of other means of communication is authorized only when telephone contact is impractical.

**10.9.2.3** Retrieves will normally be by vehicle and trailer. Aerotow retrieves (using towplanes authorized by the CD) are permitted from sites approved by the CD on a first-to-telephone-in/first-served basis. Pilots of sailplanes capable of self-launch may elect to self-retrieve.

### **10.9.3 Airfield landing bonus**

**10.9.3.1** A pilot who lands at a designated airfield can receive a score bonus for such a landing.

**10.9.3.2** The landing must take place at a field designated by the CD as eligible for such a bonus. Eligible fields shall be designated prior to the start of the competition. Unless otherwise announced, all airfields depicted on a current Sectional chart shall be considered eligible. The home airfield is always eligible.

**10.9.3.3** A pilot whose scored distance is zero receives no bonus.

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

**10.9.3.4.1** The flight log shows that the motor was started within one mile of an eligible airfield (¶ 10.9.3.2) 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.

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

## **10.10 Multiple Task Attempts**

**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.

**10.10.2** An outlanding (or the use of a motorized sailplane's power unit other than as specified in ¶ 10.5.3) ends an entrant's competition flying for that day.

## **10.11 Airspace**

**10.11.1** Tasks should be set to avoid flight through closed airspace (¶ 5.6.2) or areas of high-density traffic.

**10.11.2** A start cylinder or a turn area used with a Turn Area Task may overlap closed airspace. Such overlap does not alter a pilot's responsibility to remain clear of the closed airspace.

**10.11.3** Airspace clearance requirements

**10.11.3.1** Horizontal: A serious violation occurs if any fix lies within closed airspace.

**10.11.3.2** Vertical:

- A minor violation occurs if any fix has a vertical separation from closed airspace less than 500 ft but not less than 100 ft.
- A serious violation occurs if any fix has a vertical separation from closed airspace less than 100 ft.

**10.11.4** Penalty application

Multiple minor airspace violation penalties (§ 12.1.3.8) may be applied to one flight, but not more than one per 5 minutes. No more than one serious airspace violation penalty (§ 12.2.5.6) shall apply to one flight. When both minor and serious violations occur, only the serious violation shall be applied.

**10.11.5** Gaps in a Flight Log longer than one minute shall be interpreted unfavorably to the pilot. During each such gap:

- The closest horizontal approach to or from the nearest closed airspace shall be calculated assuming a speed of 100 mph
- If in the judgment of the CD there was any realistic possibility of a vertical airspace violation, the closest vertical approach to the nearest closed airspace shall be calculated based on a vertical speed of 1000 ft per minute

**11.0 » SCORING**

**11.1** General

**11.1.1** The Championships shall be scored according to the 1000-Points Scoring System: Score is expressed in points (the maximum available Score for any day is 1000 points). Each class shall be scored separately.

**11.1.2** In order for a Day to be counted as a Championship Day (aka Valid Competition Day) in any class:

- A launch opportunity shall have been given to each class competitor in time for the competitor to carry out the task of the Day in question, and
- More than 25% of class competitors who have had a competition launch on that Day shall have flown a Marking Distance of at least Dm (after any handicapping is applied).

**11.1.3** A Completed Task is one in which the competitor has a valid Start (with or without penalty), valid achievement of all Turnpoints or Assigned Areas in the correct order (with or without penalties), and a valid Finish (with or without penalty).

**11.1.4** A Finisher is a competitor who has completed the Task.

**11.1.5** Each competitor shall be given a daily Score based on performance on each Championship Day. Scores shall be rounded to the nearest whole number, the value of 0.5 being rounded up.

**11.1.6** Penalties

**11.1.6.1** Flights that have been disqualified shall be given a score of zero for the Day, but shall be counted in the scoring formula. Any penalties shall be deducted from the competitor's Daily Score after it has been calculated.

**11.1.6.2** If the penalty reduces a competitor's raw performance for the day (e.g. outlanded at the point of airspace entry) the penalty must be applied before the calculation of the score. The appropriate penalty should be applied each time an infringement occurs (eg. exceeding the maximum permitted altitude is penalized for each infringement).

**11.1.7** Cumulative and Final Scores shall be calculated by summing Daily Scores.

**11.2 » Task Measurement**

**11.2.1** Precision

**11.2.1.1** Times will be rounded to the nearest whole second. The CD should ensure that all clocks used for contest timing are synchronized and correct.

**11.2.1.2** Control points (§ 5.6.1), landing sites, and other points of significance will be designated by latitude/longitude coordinates with accuracy per § 5.6.1.3.

**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).

**11.2.1.4** When time interpolation is called for during evaluation of a flight log, the interpolation shall be linear with distance.

**11.2.1.5** Altitude measurement

**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.

**11.2.1.5.2** When the Scorer must measure a pilot's height above sea level (MSL), this shall be the height AGL as determined under ¶ 11.2.1.5.1 plus the altitude of the home field.

**11.2.2** » Task evaluation

**11.2.2.1** Each pilot shall submit flight documentation each day a launch is made; it shall accurately document each flight that the pilot made. Failure to submit flight documentation incurs a contest penalty (¶ 12.2.5.5).

**11.2.2.2** Task completion - The pilot has completed the task if all turnpoints are valid, and the pilot obtained both a scored start time and a finish time prior to finish closing. Otherwise the task is incomplete.

**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.

**11.2.2.4** † Procedures for airspace clearance violations

**11.2.2.4.1** If it is determined that a flight includes a serious airspace clearance violation, the Scorer shall give the affected pilot the opportunity to withdraw the flight log for that flight. This withdrawal shall be treated as a failure to submit flight documentation.

**11.2.2.4.2** A withdrawn flight log is not published, and no copy is retained by the Scorer.

**11.2.2.4.3** A pilot with more than one contest flight that includes either a serious airspace violation or a failure to submit required flight documentation is disqualified from the competition.

**11.2.3** [not applicable]

**11.3** Handicaps

**11.3.1** SSA Handicap Factor

**11.3.1.1** For an unhandicapped competition class, each sailplane is assigned a Handicap Factor (HCP) of 1.0, which is not modified for weight, sailplane configuration, or other reasons.

**11.3.1.2** For a handicapped competition class, each sailplane is assigned a Handicap Factor from the appropriate SSA Handicap List. An entrant planning to fly a sailplane not listed must obtain a Handicap Factor by contacting the SSA Contest Committee at least 30 days prior to the scheduled competition.

**11.3.1.3** Unless otherwise specified in ¶ 6.11, sailplanes that compete in a configuration different from that on which the listed handicap was based receive handicap adjustments, as follows:

**11.3.1.3.1** If a sailplane's wingspan has been increased and no specific Handicap Factor for the sailplane with that span is listed, its Handicap Factor shall be multiplied by the following:

$$1.0 - ((\text{wingspan}) - (\text{original span})) / (5 * (\text{original span}))$$

**11.3.1.3.2** When winglets are added to a sailplane not handicapped with winglets, the Handicap Factor shall be multiplied by 0.99.

**11.3.1.3.3** When wing-root fairings are added to a sailplane handicapped without fairings, the Handicap Factor shall be multiplied by 0.99.

**11.3.1.3.4** Other significant aerodynamic modifications may result in a lower Handicap Factor being assigned.

**11.3.1.3.5** For sailplanes in classes to which Competition Weight applies ([¶ 6.8.2](#)), the Handicap Factor is multiplied by the weight adjustment factor:

- $WR = \text{Weight ratio} = \text{Competition Weight} / \text{Listed Handicap Weight}$
- $\text{Weight adjustment factor} = 1.3 - WR * (0.4 - 0.1 * WR)$

**11.3.2** FAI handicap:  $H = 1.0 / (\text{SSA Handicap factor})$

**11.3.3** 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.

## 11.4 Scoring Parameters

### 11.4.1 Minimum distances

**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

### 11.4.2 Parameters used to score each Championship Day

- D1 - Minimum Distance for 1000 points ([¶ 11.4.1](#))
- Dm - Minimum Distance to validate the Day ([¶ 11.4.2](#))
- n1 - Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
- n3 - Number of finishers, regardless of speed
- Vo - Highest finisher's Handicapped Speed (Vh) of the Day
- To - Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies.
- Pm - Maximum available Score for the Day, before F and FCR are applied.
- F - Day Factor
- FCR - Completion Ratio Factor
- SP0 - Highest Provisional Score (SP) of the Day
- SPm - Median Provisional Score (SP) of the Day, excluding competitors with SP = 0. Note: this is not the Mean Provisional Score.
- Day - If the Day is not a Championship Day ([¶ 11.1.2](#)) then all Scores = 0, subject to the application of penalties ([¶ 11.1.6](#)).

### 11.4.3 Parameters used to score each Competitor

- D - Competitor's Marking Distance. ([¶ 10.3.3.1](#) for RT / [¶ 10.3.3.2](#) for AAT)
- H - Competitor's FAI Handicap ([¶ 11.3.2](#))
- Dh - Competitor's Handicapped Distance ( $Dh = D / H$ )
- T - Finisher's Marking Time ([¶ 10.3.3.1](#) for RT / [¶ 10.3.3.2](#) for AAT)
- Pd - Competitor's Distance Points
- V - Finisher's Marking Speed ( $V = D / T$ )
- Vh - Finisher's Handicapped Speed ( $Vh = D / T / H$ )
- Pv - Competitor's Speed points

- Sp - Competitor's Provisional Score
- S - Competitor's Score for the Day
- Pal - Competitor's Airfield Landing Bonus points (25 if the provisions of ¶ 10.9.3 are met; otherwise zero)

## 11.5 Scoring Equations

### 11.5.1 Racing Task

#### 11.5.1.1 Day Parameters:

- $P_m = \min(1000, 1250 \times (D_o/D_1) - 250, (400 \times T_o) - 200)$
- $F = P_m/1000$
- $FCR = \min(1, 1.2 \times (n_3/n_1) + 0.6)$

#### 11.5.1.2 For all competitors: $P_d = 750 \times (D_h/D_o) + P_{al}$

#### 11.5.1.3 For any non-finisher: $P_v = 0$

#### 11.5.1.4 For any finisher: $P_v = 1000 \times (V_h/V_o)$

#### 11.5.1.5 Score calculation:

- $S_p = F \times FCR \times \max(P_v, P_d)$
- $S = S_p \times \min(1, 200/(SPO - SPM))$

### 11.5.2 Assigned Area Task

Same as for Racing Task (¶ 11.5.1)

## 11.6 [not applicable]

## 11.7 Rounding of Scores

Full available mathematical precision shall be carried through all calculation steps. Scores shall be rounded to the nearest whole number, but only as the final calculation step.

## 11.8 [not applicable]

## 11.9 Status of Scores

**11.9.1** The initial status of a class competition day is Preliminary; scores published under this status are typically incomplete and subject to considerable change.

**11.9.2** Once flight documentation for all class entrants is received by the Scorer, the status of a competition day becomes Unofficial. Scores are subject to change due to analysis of flight documentation, imposition of penalties, resolution of protests, etc.

### 11.9.3 Official status

**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 ¶ 10.4.1.5.
- Final unofficial scores are published
- Protests are resolved
- 09:00 the day following the contest day

**11.9.3.2** A class day that meets the requirements of ¶ 11.1.3 has the Official status of Valid; otherwise it is a No-Contest day. The CD should announce the status when the day becomes Official.

**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, the status of the day reverts to Unofficial.

**11.9.4** Contest status - The results of a class competition become Official 48 hours after the final official status of every scheduled competition day has been declared. No score changes of any kind are allowed after a contest is declared Official.

## 11.10 Publication of Results and Scores

**11.10.1** Unofficial results 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** Results shall be published for every day that any entrant achieved a scored distance greater than zero, including no-contest days.

**11.10.3** Official scores shall be published as soon as possible after a competition day is declared Official (§ 11.9.3).

**11.10.4** Published results shall include, at a minimum:

- Each pilot's name and Contest ID
- Each pilot's cumulative score and rank
- Notation as to pending protests
- Notation as to whether scores are Preliminary, Unofficial or Official

**11.10.5** Results that show daily scores should also include:

- A description of the task
- Speed (for finishers) and distance
- Any applicable penalties or score adjustments
- Daily rank

## **11.11 Pilot Ranking Calculation**

**11.11.1** National competitions: For a contest with at least four valid competition days (§ 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.

**11.11.2** Regional competitions: For a contest with at least three valid competition days (§ 11.1.3), the Contest Weighting Factor is 92.0. For a contest with two valid competition days, the Contest Weighting Factor is 88.0.

**11.11.3** Ranking Score = (Contest Weighting Factor) \* (Pilot's final score) / (Largest final score by a regular entrant)  
(but Ranking Score shall not be greater than the Contest Weighting Factor)

**11.11.4** Team entries receive a ranking score that applies to the team; individual members of the team receive a ranking score equal to 75% of the team's ranking score.

## **11.11.5 Pilot Ranking List**

**11.11.5.1** Each year after the completion of all SSA-sanctioned competitions, the SSA Pilot Ranking List is compiled.

**11.11.5.2** This list ranks all pilots by the largest Ranking Score achieved in any sanctioned contest during the period of eligibility.

**11.11.5.3** For all pilots, the period of eligibility is at least the three consecutive calendar years that end with the current year. But the period of eligibility for the Pilot Ranking Lists of years 2020, 2021 and 2022 shall be four consecutive calendar years.

**11.11.5.4** Qualifying pilots can have their period of eligibility extended, as described in § 3.2.1.

**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 done at an SSA-sanctioned National or Regional competition in a multi-seat glider with an experienced contest pilot who was a regular entrant.

**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 rule expire at the end of the following calendar year.

## **12.0 » PENALTIES**

### **12.1 Task Penalties**

**12.1.1** Task penalties apply only to the pilot's score for the day on which the violation occurred. If the day is not a valid competition day, a task penalty does not apply.

**12.1.2** If the amount of a pilot's task penalties equals or exceeds the pilot's daily score, the pilot receives a score of zero.

**12.1.3** Task penalty categories

**12.1.3.1** Missed turnpoint or turn area (¶ 10.4.3.5.2): penalty = (Miss distance) \* 100.

**12.1.3.2** Start penalty (¶ 10.7.4.1.4 ¶ 10.7.4.3.3, ¶ 10.7.4.4.3, ¶ 10.7.4.5.3):

penalty = The sum of all the following that apply (none of which shall be less than zero):

- Distance penalty = (Miss distance) \* 100
- Height penalty = (Excess height) / 4
- Speed penalty = (Excess speed) \* 3

**12.1.3.3** Self-launch penalty (¶ 10.5.3.1.4): minimum penalty = 100

**12.1.3.4** Finish penalty (¶ 10.8.2.5): 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 of the same scored distance.

**12.1.3.5** Flight Documentation Interval exceeded (¶ 10.9.1.1): penalty = 25

**12.1.3.6** More than one case of incomplete flight documentation (¶ 10.4.4): penalty = 25

**12.1.3.7** Administrative violations: maximum penalty = 50

Rules violations that do not fall into other categories are termed Administrative; violations can be assessed a penalty or a fine of up to \$5, as determined by the CD and the Contest Competition Committee.

**12.1.3.8** Minor Airspace violation (¶ 10.11.3.2 and ¶ 10.11.4): penalty = 25

## **12.2 » Contest Penalties**

**12.2.1** † Contest penalties apply to actions by any entrant during the practice period (¶ 4.2.4, ¶ 4.3.3) or the period of competition (¶ 4.1).

**12.2.2** Contest penalties apply whether or not the day on which the penalty is imposed is a valid competition day.

**12.2.3** Contest penalty application

- On a valid official competition day, the penalty is subtracted from the pilot's daily score; any excess amount is subtracted from the pilot's cumulative contest score.
- Otherwise, the penalty is subtracted from the pilot's cumulative contest score.

**12.2.4** When a precise penalty is not specified, the penalty amount shall be determined by the CD and the Contest Competition Committee.

**12.2.5** Contest penalties shall be reported to the SSA Contest Committee.

**12.2.5.1** Unsafe operation (including all phases of flight and ground operation) (¶ 10.8.1.4, ¶ 10.8.3.3):  
maximum penalty = disqualification

**12.2.5.2** Landing after the time of Contest Sunset: penalty = 200 points.

**12.2.5.3** Unsportsmanlike conduct (¶ 1.9, ¶ 6.3.3.5, ¶ 6.5.4.3.4, ¶ 6.6.5, ¶ 10.6.9):  
maximum penalty = disqualification and ineligibility for Sanctioned competitions

**12.2.5.4** Underweight or overweight (¶ 6.8.3.2): penalty =  $(W - 10)^2 / 10$   
(W is the number of pounds under or over the correct weight)

**12.2.5.5** Failure to submit flight documentation (¶ 10.9.2.1.2, ¶ 11.2.2.1): penalty = 100

**12.2.5.6** Serious Airspace clearance violation (¶ 10.11.3): penalty = 100 + loss of all daily points

## **13.0 REPORTING REQUIREMENTS**

### **13.1 Daily Reporting**

**13.1.1** The CD and the Scorer shall ensure that contest scores are reported at least daily to the SSA website. When possible, preliminary scores should be posted by 20:00, and updated as changes are made and when scores become Official.

**13.1.2** A brief narrative describing each contest day is recommended for inclusion with submitted scores.

**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.

**13.2** The CD shall ensure that an Accident/Incident Report is filled out for every incident that caused, or had a reasonable probability of causing, damage or injury.

**13.3 Administrative Reporting**

Within 14 days of the last scheduled competition day, the Contest Manager shall send the following:

**13.3.1** To each entrant and the SSA:

- The Contest Financial Report

**13.3.2** To the SSA:

- A copy of each entrant's Registration Form
- The balance of Sanction Fees owed
- Complete Official Scores in computerized form
- The Contest Summary Report
- Each applicable Accident/Incident Report ([¶ 13.2](#))

