

# 1. Introduction

The Arizona Soaring Association contest series has been run every year for at least the last 30 years and probably close to 40 years. A presentation on the ASA series was made at the 1981 SSA convention by Robert C von Hellens who is still an active ASA member. In that paper Bob suggests that the ASA series emerged in the early 70's under the guidance of Paul Dickerson. Despite changes in technology, and in the SSA contest rules, the goals of the ASA series have remained unchanged. These goals are to encourage cross country flying and to provide an environment in which pilots can practice for participation in Regional and National contests.

## 2. Contest Format

### 2.1. *General*

- The ASA series will comprise of a series of 2 day and 3 day contest weekends held at various sites in the state of Arizona.
- The total number of scheduled contest day will normally between 15 and 20.
- The series schedule will be arranged to avoid, where possible, any conflict with Region 9 contest, and all National contests held in Western or Central USA.
- The scoring structure (best half days plus one) is designed to allow a pilot to miss several days and still be competitive.

### 2.2. *Classes*

- The ASA series will have 2 classes designated A Class and B Class.
- A Class is intended for pilots with previous contest experience either in the ASA contest series or in SSA sanctioned contests.
- B class is intended for pilots with some cross country experience but with little or no contest experience.
- There is no restriction on what sailplane may be entered in each class but it is unlikely that a sailplane with an L/D less than 32:1 would be competitive in A class.
- A pilot who has won the B class series will normally be expected to advance to the A class for the following season.

### 2.3. *Handicaps*

- All sailplanes will be handicapped using the handicap factor defined in the current version of Winscore unless no handicap is listed, or the listed handicap is inconsistent with the SSA listed handicap.
- The nominal handicap will be applied regardless of sailplane takeoff weight.
- No handicap adjustment will be made for use of water ballast.

## **2.4. Use of water ballast**

- Water ballast may be used in A Class unless a contest day is designated a no ballast day by the Contest Manager.
- Water ballast may not be used in B class.

## **2.5. Configuration Changes**

Glider configuration may be changed for any contest day, however the configuration flown must be the same as the configuration declared on the pilot sign up sheet for that day.

## **2.6. Glider changes**

- It is normally expected that a contestant will fly the same glider for the duration of the contest series.
- A pilot will be allowed to fly different gliders if approved by the contest manager.

# **3. Contest Schedule**

- The contest schedule will be set by the contest manager and published on the ASA website prior to the start of the series.
- Changes to contest schedule and location may only be made by the contest manager.
- The South West Championship series will not share days with the ASA contest series and will be a separately managed and scored event.

# **4. Contest Officials**

## **4.1. Contest Manager**

The contest manager shall be a volunteer ASA member approved by the Board of Directors.

## **4.2. Contest Directors**

- A Contest Director shall be nominated for each contest day by the Contest Manager.
- The nominated CD will normally be a volunteer contestant in the contest series.
- The CD shall be responsible for running the contest day at the site designated by the CM.
- The CD may fly as a contestant but only if that does not prevent all CD responsibilities being met.
- CD responsibilities shall be as follows:
  - Research the latest soaring forecasts for the task area prior to the pilots meeting
  - Coordinate with the tow pilots or commercial operation wrt grid and launch time

- Select contest task consistent with the weather forecast. The allowable task types are Assigned Task (AT), Modified Assigned Task (MAT), Turn Area Task (TAT). When selecting the task type, task distance, and task route the CD shall consider the range of glider performance, range of pilot experience, and the nature of the terrain.
- Announce/communicate the pilot's meeting time at least one hour prior to the meeting
- "Chair" the pilots meeting in traditional format (previous day winner; weather briefing; announce task, format, grid and launch time; etc)
- Initiate a pilot sign up using a standard form obtained from the contest manager or scorer.
- Prepare a task sheet using a standard form obtained from the contest manager or scorer.
- Monitor the launch operation and set and announce task open times
- The CD is encouraged to provide the task and race format at the pilots meeting but may delay this until grid time if the weather is indeterminate
- Ensure that all pilots are accounted for at the end of the contest day.
- Provide the scorer with completed sign up sheets and task definition sheets.

#### **4.3. Contest Scorer**

- The contest scorer will be a volunteer ASA member approved by the Contest Manager.
- The scorer shall score the contest series as defined in Section 8.
- The scorer will normally run unofficial scores at the contest site so that winners are known before the next day's pilot meeting.
- If the scorer is unable to produce unofficial scores this task may be performed by any person familiar with Winscore.
- The scorer will attempt to publish preliminary scores with 5 days of completion of each contest weekend.

### **5. Contest Entry**

- The contest series is open to any current ASA member.
- ASA members will normally declare their intention to participate in the series, and pay the appropriate contest fee, at annual membership renewal.
- Pilots not registered for the Series, whether ASA members or not, may participate in contest weekends and be scored as guest pilots for a fee of \$5 per contest day, not to exceed \$20. These scores will appear in daily score sheets, but not the final ASA standings.
- A pilot may enter the Contest Series (paying all appropriate fees) at any time before the final contest day.

## 6. Applicability of SSA rules

The SSA Regional rules for FAI classes shall in general apply to the ASA Contest Series, with the exception that handicapping shall be applied as in Section 8 (Scoring).

Section 8 shall take precedence over the SSA Regional rules where they may overlap or deviate.

It is understood that these (ASA) rules cannot reasonably enumerate all exceptions to the SSA Regional Rules. For this reason, when a situation is not specifically addressed by the ASA rules, the Scorer and Contest Manager shall arbitrate situations that arise during a contest where an ambiguity exists. The ASA Board of Directors shall have final jury authority in all cases.

## 7. Contest Databases

### 7.1. *Control Points*

The turnpoint files at the WorldWide Turnpoint Exchange for 2010 shall apply for the 2011 season:

- <http://soaringweb.org/TP/ASA>

### 7.2. *Airspace*

JustSoar.com will provide an airspace file at beginning of season based on the FAA's National Flight Database, and make this file available at no charge to the scorer and all contest participants. This file shall be used throughout the contest season, unless the FAA makes changes that affect the file; at such time JustSoar.com shall provide the appropriate update to all participants.

It is not required that participating pilots use the published airspace file in flight; it shall only be each pilot's *responsibility* to avoid disallowed airspaces in accordance with the published file as used by the scorer.

The airspace file(s) shall be published at:

- <http://justsoar.com/public/ASA/>

### 7.3. *Luke SATR*

Luke Special Air Traffic Rules (SATR) airspace is not prohibited for the purpose of ASA contest scoring. All contest pilots are expected to be familiar with the Luke SATR requirements and comply with them during all flights.

## 8. Scoring

- The ASA contest shall comprise of a series of single day contests each scored using a user-defined class in the current version of Winscore.
- Separate user defined classes shall be established for A class and B class using the following parameters:
  - A Class - Contest Rules = Regional; Properties – Score using handicapping = yes; Use worst day scoring adjustment = No; Standard Minimum Task Distance = 50sm; Standard minimum task time = 2 hours.
  - B Class - Contest Rules = Regional; Properties – Score using handicapping = yes; Use worst day scoring adjustment = No; Standard Minimum Task Distance = 30sm; Standard minimum task time = 2 hours.
- Devaluation rules as included in Winscore will be applied to the daily contest scores but these scores will subsequently be normalized so that each day winner receives 1000 points.
- Any day for which no pilot achieves a scored distance greater than or equal to standard minimum task distance shall be declared a no contest day.
- The final Contest Series results will be based on the best one-half-plus-one contest days for each pilot. Example: if the Series ends with 18 or 19 contest days, the best 10 scores for each pilot will count towards the results.
- All Pilots must post their log file(s) on the ASA web page before 6pm on the Tuesday after the contest weekend, or be subject to receiving no score at the Scorer's discretion.
- Each submitted log file shall include accurate information as to pilot name, glider type, and glider ID or contest number. The scorer will not be responsible for correcting log file headers.
- Scoring done at the contest site is unofficial only. Preliminary and final scores will be based on the log submitted to the ASA site

## 9. Recommendations

- Use of SPOT messenger
  - The SPOT device is highly recommended for x/c soaring. It doubles as a tracker for your CM and crew, and an emergency locator should you need it.
  - The ASA webmaster will post all member SPOT shared pages on a new page on the ASA web site this spring.
  - If enough pilots are using a SPOT messenger, the CM will coordinate with the owner of glidingmaps.com to use their contest tracking feature for ASA contest weekends.
- All pilots are encouraged to install and use a FLARM collision warning device. It is recommended that stealth and competition modes are not enabled. This recommendation may be changed based as experience with FLARM is accumulated.

- All pilots are strongly encouraged to establish a login on the OLC web page and submit their flights to OLC at the same they submit their flights to the ASA web page. Club affiliations are available for the ASA, Tucson Soaring Club and Prescott Soaring Society.