

Pikes Peak Soaring Society

Standing Rules and Regulations

Approved: 07/2016 Amended: 11/2016

General Standing Rules

Members are reminded that the FAA requires pilots be registered.

To ensure safe and enjoyable flying experience for all, experienced members are expected to work with new members to evaluate flying skills in terms of safety. The Safety Officer will be informed of any concerns. (11/2016)

The use of Flight Stabilizers in any club points contest is prohibited. They may remain installed in the plane, but must be deactivated during flight. (11/2016)

Contest Directors

While creativity is supported, please make sure to follow all AMA and PPSS Standing Rules to assure that the club avoids any insurance complications should an unfortunate issue arise. Please consult with the Leadership Group if there are any questions. The AMA Safety Code is to be respected at all times.

Earning Contest Points

Pilot scores are determined by how other pilots in their class do. Each contestant receives points on how well they met the task requirements for the round. The points they get are divided by the total possible for that task (a percentage is determined for that round) and then multiplied by 1000 to get a score per pilot for that round. That keeps all the rounds equal in value. The scores for all rounds are then totaled for each pilot. Within each class, the contest winner for that class is determined from the point total. The winner of each class is set (normalized) to 1000 points for the contest to make each contest equal to all the other contests. Each pilot in the class is then given their percentage of the top pilot in their class as determined by their score compared to his score.

Landing Tasks

Landing tasks are determined by the contest CD and shall conform to the following definitions as set forth in the AMA Soaring Rules. See Appendix A for a complete description of each type.

AMA L3: Bonus Landing (aka: In/Out)
AMA L4: Spot Landing (aka: Precision Tape)
AMA L6: Graduated Runway
LSF I/II Precision Spot Landing, as defined in the [LSF Task List](#).

Landing arrestors such as skegs are allowed within rational sizes (CD discretion).

Often there is confusion regarding the loss of parts or an upside down landing. From the AMA Regulations:

12.2: Lost Parts Rule.

No landing points shall be awarded if the model loses parts during landing.

12.3: Inverted Landing Rule.

No landing points shall be awarded if the model comes to rest in an inverted position.

12.5: The retrieval of a model from a landing area must be done with extreme caution and the utmost dispatch. If a measurement is required, the position of the nose of the model may be marked and the model removed. The measurement may be performed at a later time.

Qualifying for PPSS Classes

Pilots are generally aware of their individual skill level within the three competition classes. Rather than setting hard rules, PPSS will work from a position of trust in allowing contestants to decide which class they in which they will compete. Classes are declared before the first points contest of the season.

Electric Assist Sailplanes

The PPSS Electric launch standard is 150 meters or 30 second motor run whichever comes first.

Electric Sailplanes must launch in the general direction of the winch line with no more deviation than a winched sailplane typically would take. The winch area would be defined to be from the winch toward the turn-around as far as you need to go.

If there is drift off line, the pilot should try to bring the plane back toward the winch. Electric planes shouldn't be circling on the way up. They shouldn't be searching for lift on the way up. They shouldn't be looping or out of control on the way up. They shouldn't stray way out of the winch area. They can however fly out as far as they need. That is, they can fly past the turn around.

Launch Pop-Offs

Novice flyers are allowed unlimited pop-offs.

Sportsman flyers are allowed one pop-off per round.

Open flyers are allowed one pop-off per contest.

Electric flyers are allowed pop-offs following these rules by class. Although strictly speaking there are no pop-offs with an electric model, there are occasions when a motor failure of some sort interferes with the launch. If for any reason, the pilot needs to cut the power before he's at the top, he should be able to declare a pop-off if he so chooses.

If a pilot claims a pop-off, he must immediately land and is allowed a brief period to remedy the fault during the round before relaunch.

Appendix A: AMA Landing Rules

12.6.3.: L3 Bonus Landing

An additional 100 points will be added to the flight score if the nose of the model comes to rest within a 25 meter (82 foot) diameter circle. The 25-meter diameter circle shall be used for purposes of rule 12.4.

12.6.4.: L4 Spot Landing

Bonus points will be added to the flight score for landings made to a spot. A maximum of 100 bonus points will be added to the flight score with a loss of four (4) points per foot away from the spot to a maximum of 25 feet. The 25-foot radius circle shall be used for purpose of rule 12.4.

Recommendation: This option is most efficiently used by providing a tape or chain firmly anchored at the center, graduated in three (3) inch increments and labeled so as to read the landing score directly in one (1) point step.

12.6.6. L6 Graduated Runway

Bonus points will be added to the flight score for landing within the graduated runway. The runway is defined by a center line 50 feet long and as closely aligned with the wind as practical and extends 100 inches either side of this center line. A model which comes to rest with its nose beyond the ends of the center line or more than 100 inches to the side of the center line shall receive zero (0) bonus points. A model which comes to rest within the graduated runway will receive a maximum of 100 bonus points, with a loss of one (1) point per inch measured from the nose of the model to the centerline of the runway. The 200 inch by 50-foot runway shall be used for purposes of rule 12.4.

Recommendation: Experience has shown that a 100-inch-long piece of one-half (1/2) or one-fourth (1/4) inch diameter plastic pipe (PVC) marked off in one (1) inch increments to directly read the landing points is a simple and effective method of obtaining landing scores with this option