

IAC Year 2012 Rule Change Proposals

The following changes and additions to the 2012 *IAC Official Contest Rules* book are recommended for adoption. Please send any comments to your area Director and to Brian Howard, IAC Rules Committee Chairman, at BK@NewAttAero.com.

No.	Synopsis	Effected Rule	Proposed Rule Change	Rationale
12-1	Changes box height limits and altitude infringement penalties for the Advanced power category.	4.11.2, Table 4.17.1 4.17.2	<p>4.11.2 HEIGHT LIMITATIONS – ADVANCED Upper Limit = 3609' (1100m) Lower Limit = 656' (200m)</p> <p>Table 4.17.1 (Penalties - Power) changed to show the:</p> <p>Advanced LOW call to be made for altitudes <656' (200m) but >328' (100m)</p> <p>Advanced LOW LOW call to be made for altitudes less than 328' (100m)</p> <p>Advanced Penalty for LOW call = 120 points each figure Advanced Penalty for HIGH call = 25 points</p> <p>4.17.2 Judges must clearly indicate on Form A the individual figure(s) in which the infringement occurred and the extent of any low altitude infringements. 1-200 feet low in Primary to Intermediate; below 656 feet but higher than 328 feet in Advanced; and below 328 feet but higher than 164 feet in Unlimited shall be noted as a "LOW" call. More than 200 feet low in Primary to Intermediate; below 328 feet in Advanced and below 164 feet in Unlimited shall be noted as a "LOW-LOW" call.</p>	<p>IAC's policy has long been to standardize rules and Known sequences for the Advanced and Unlimited categories with CIVA. In keeping with this policy, IAC Unlimited box altitude limits have been set equal to the CIVA limits for some time, but the Advanced altitude limits have not. The Advanced Known sequence is taken from CIVA, who designs and accepts it based on the CIVA box altitude limits. A major factor in sequence design is altitude available for the performance of the sequence. Decreasing the altitude available with a lower top and higher bottom per current IAC rules adversely affects IAC Advanced competitors and can, in fact, be a safety issue.</p> <p>The proposed lower limit change (from 800 to 656 ft) would not have significant adverse safety implications for Advanced competitors. An unsafe situation at 656 feet would most likely also be unsafe at 800 feet. Additionally, lower performance airplanes flying Advanced would have more vertical space to develop energy, and the new box heights would make airplanes like the Pitts S-2B more competitive in the category.</p> <p>The higher penalties proposed are consistent with wider height margins and provide more of a deterrent to exceed the limits. The new penalties are also more consistent with the overall pattern relative to the other IAC categories.</p>

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12-4	Slightly modifies the requirements for current Advanced and Unlimited competitors to become an IAC Regional Judge.	2.6.1(c)	(c) Performing the duties of Assistant to a grading Judge (recording does not suffice) for no less than 40 flights, of which 10 are Advanced or Unlimited, within the current or previous contest year prior to application for Regional Judge Certification. The requirement for at least 10 of the 40 flights to be in the Advanced or Unlimited category will be waived for an applicant who has competed in Advanced or Unlimited within the current or previous contest year.	The intent of the current rule (to ensure judges can read the more advanced Aresti figures and be able to quickly comprehend and evaluate the Free and Unknown sequences at these levels), is good as it stands. However, if a prospective judge is already competing in Advanced or Unlimited, it may be difficult to impossible to assist in those categories. The prospective judge may even have to take the time and money to attend a contest as a "nonflying participant" in order to log the required assists. Additionally, by the time a pilot is competing at the Advanced/Unlimited level, that pilot has, through exposure to Unknowns and constructing Free Programs, gained the requisite experience in Aresti and the more complex sequences. This proposal does not change the total experience level required (40 flights), only the makeup of that experience.
12-5	Creates identical procedures for an invalid sequence abort whether for mechanical or meteorological reasons.	4.20.4(c)	(c) If the judges do not accept the competitor's reasons for not flying or discontinuing the sequence, the competitor will be awarded an interruption penalty and allowed to complete the flight. This will be done in accordance with the rules of paragraph (a) or (b) above, depending upon whether the competitor is on the ground or in the air at the time of the judges' decision. If the program was interrupted during a figure, then the competitor will receive a zero for that figure. Competitors must re-fly the sequence from the beginning, but judging and grading will commence with the first figure following the point where the sequence was aborted. Any program interruptions which occur in the re-flown sequence, whether before or after the first gradable figure, will be penalized in the normal manner.	Currently, the judging procedures are different for reflights following an invalid abort for mechanical reasons versus meteorological reasons. This rule change simply copies the procedures from the invalid mechanical abort (4.18.3) into the weather abort rule. This way pilots, judges, and juries have only one procedure to remember and with which to comply.

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12-6	Raises the box ceiling for Primary and Sportsman power categories	4.11.2	<p>POWER HEIGHT LIMITATIONS Primary Upper Limit = 4,000' AGL Sportsman Upper Limit = 4,000' AGL</p>	<p>Raising the box ceiling 500' for the Primary and Sportsman categories will allow lower-performance airplanes to fly all Known sequences without a break and with better energy. This will in-turn "level the playing field" for these aircraft who now must give away the penalty points associated with a break. There also associated gains in the safety factor should there be a problem during a sequence (e.g., hammer-spin). Higher performance airplanes may, of course, still start at lower altitudes for better presentation.</p>
12-7	Removes the direction of start restriction for categories above Primary.	5.3.1	<p>The Primary Known compulsory programs will always begin with the first figure flown into the official wind as determined by the Chief Judge for the category.</p>	<p>Restricting Sportsman and Intermediate Knowns to upwind starts serves no useful purpose and limits the number of sequence designs possible. Further, Advanced and Unlimited Knowns are adopted from CIVA where there is no such rule and either a downwind or Y-axis start is a possibility.</p>
12-8	Optionally removes the requirement for a competitor to wear a parachute if flying an aircraft with a ballistic recovery system.	2.3(o) 4.2.2(f)	<p>Personal parachute or the aircraft's ballistic recovery system, if so equipped, will be in good general condition and will be current in accordance with FAA regulations.</p> <p>Parachutes during contest flights – all competitors and safety pilots must either wear a parachute or be flying in an aircraft equipped with a ballistic recovery system.</p>	<p>Many LSA's are equipped with a ballistic recovery system (airframe parachute). If a competitor is flying an aircraft so equipped, they should have the option of wearing a personal parachute, or not.</p>
12-9	Modifies how the order of flight may be determined.	4.5.1	<p>The order of competition flights within each category's flight programs will be determined either by secret lot held by the Registrar, and a competitor from that category or the IAC-approved scoring program.</p>	<p>Often the registration office is a long way from where the competitors congregate. It is time-wasting to have to hunt down a competitor and quite often the Registrar has to shuffle the order to accommodate shared airplanes or safety pilot duties. There is also no reason why the drawing has to be "secret".</p>
12-10	Changes the eligibility requirements for pilots flying the 4-Minute Free.	5.6.1	<p>The contest Director may schedule this special trophy event for any Unlimited category competitor, or Advanced category competitors who also hold a current ICAS 250-foot waiver. All 4-Minute Free competitors must have completed the scheduled competition flight programs in their respective category.</p>	<p>None provided.</p>

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12-11	Changes the qualification criterion to one based on overall performance, not simply an ability to receive a nonzero grade on 75% of the figures in the Known.	5.2.2	In addition, competitors who earn less than 60% of the total score available in their Known compulsory will be disqualified from that category. This does not mean that competitors who receive less than 60% overall as a result of zeros for figures flown in the wrong direction will be disqualified solely for this error.	The current qualification rule is based on a pilot simply completing and receiving a nonzero grade on 75% of the figures. Requiring a 60% overall score is a more valid metric of a pilot's ability to compete at the category level entered. For example, a competitor who does not get a single zero on the Known, flies safely, but receives less than a 6.0 on a majority of figures shouldn't be in that category. Note that neither the current rule nor this change disqualifies a pilot from the contest, only the category. That same pilot could elect to fly in a lower category if desired.
12-12	Allows motorgliders to optionally compete as either gliders or powered aircraft and makes clear which rules must be followed in either case.	2.3(v)	Motorgliders are permitted to compete in Power or Glider (or both - See 3.8) categories. If competing in a power category, motorgliders must comply with all power rules with no exceptions. If competing in a glider category, all glider rules must be followed with only one exception: the engine may be used for launch and recovery, but must be shut down from the time the motorglider is cleared into the box until the pilot departs the box to land.	Current rules do not make clear that motorgliders have the option to compete as powered aircraft. Additionally, the current rules do not specify which rules (power or glider) must be followed depending on the mode of flight chosen.
12-13	Specifies a methodology for downgrading a change in radius for looping lines.	8.4.2(a)	(2 nd paragraph replaced with:) The criteria for downgrading observed changes in the radius of loops and looping segments is similar to that used for lines and line segments (Refer to Figure 8.4.4). In this method, the first 1/4 loop segment flown is used as the basis for evaluating the entire loop or part-loop. For each remaining looping segment: a visible variation results in a 1 point deduction; a 1:2 variation results in a 2 point deduction; and more than a 1:2 variation results in a 3 point deduction.	Current rules suggest a methodology for downgrading changes in radius of looping lines, but leave the methodology open to a judge's choice. As a result, grades given to looping lines can vary widely from pilot to pilot and judge to judge. This change specifies a very objective method (similar to that used for line lengths) for downgrading changes in radius and will result in much more scoring consistency.
12-14	Removes the requirement for a foreign licensed pilot holding a valid medical for that country, to also hold a FAA medical certificate.	2.1	A pilot competing in a Light Sport Aircraft (LSA), regardless of pilot certificate held, must also possess either a valid U.S. driver's license, or a current FAA medical certificate. All other certified pilots of powered aircraft must possess a current FAA medical certificate or a current medical certificate, appropriate to the pilot's license, from another country. These licenses and certificates must be shown to contest officials on request.	If the pilot is flying legally on a foreign (e.g., Canadian) certificate and has a valid, current medical, he or she should not be required to get an FAA medical as well.