

# S. S. A. Executive News

## THE EIGHTH ANNUAL NATIONAL SOARING CONTEST

(Continued from April issue)

On account of a technicality, entry form sheets have not yet been sent out by the Contest Board. However, applications for such forms were numbered as they were received and accommodations at the Glider Camp are correspondingly reserved for the applicants. Already more than half of the available space is disposed of. All prospective participants are therefore again urged to apply for entry forms as soon as possible. This applies especially to the owners of valuable sailplanes because, as announced in April, hangar space will be distributed under no other consideration than the sequence of entry applications.

### Events of the Eighth Annual National Soaring Contest

The contestants of the Eighth Annual National Soaring Contest will compete for:

- (a) Airline distance.
- (b) Distance with return to starting point.
- (c) Altitude above take off point
- (d) Duration.

### Top Performances

Top performances of each category will be awarded with trophies and substantial monetary awards according to a complete list which will be contained in the June issue of SOARING. No differentiation between the various classes of gliders or between junior and senior pilots will be made. The top performances will count irrespective of the method of launching employed, with the exception of airplane tow. Official flights may be started from airplane tow only on occasions when the Contest Board designates airplane tow as the official launching method for all eligible contestants and ships.

It has been the experience of the Soaring Society of America that valuable prizes for top performances represent a great incentive for new and outstanding flights. On the other hand, such a prize distribution does not sufficiently encourage the great number of less experienced pilots, many of whom fly gliders built for training purposes. While new top performances are needed to advance the art of soaring, it is equally important that the younger pilots are made to compete to the best of their ability and to the best of the performance of their ships.

Furthermore, in order to increase the number of skilled soaring pilots, it was found that groups have to be encouraged to have their ships flown by all their pilots and not only by their most promising one.

Glider pilots coming from parts of the country where there are no hills have to be encouraged to earn their soaring license in the slope wind of Elmira, and simultaneously pilots who have experienced ridge soaring have to be stimulated to achieve cross-country flights and do thermal soaring. The example of experienced fellow pilots and the advice and instruction of the Weather Station of the Soaring Society of America greatly facilitate such advancement of soaring technique during the Contest.

The operation of multiseater gliders has to be promoted because carrying passengers spreads general interest in soaring, and multiseater gliders may become a valuable instrument for pilots' training.

Early in 1936 these objectives were studied by a special committee of the Soaring Society of America consisting of Wolfgang Klemperer, Karl O. Lange, Earl Southee, and Stan Smith. This committee presented a plan which became known as the "point award system" of the Soaring Society of America. It was put into effect for the first time during the Seventh Annual National Soaring Contest, and endowed with a substantial cash prize by A. Felix du Pont. The system worked out so satisfactorily that it will be used during the Eighth Annual National Soaring Contest in practically the same form. It is explained in the following:

### The Point Award System of the Soaring Society of America

- (1) Points are awarded to both pilots and ships.
- (2) A pilot earns points for his *best* performance in *each* of the four flight categories, a-b-c-d, regardless of the ships used and the number of flights made.
- (3) A ship earns points for the *accumulated sum* of its performances regardless of who pilots it.

- (4) A pilot may compete on several ships, and a ship may be entered for the use of several pilots.

- (5) Points are computed for the following flight categories:

- (a) Distance flight without return; count the miles of air-line from the take off point to the landing point.

- (b) Distance flight over an official course to a predetermined destination with return to within one kilometer (3280 feet) from the take off point. For the Contest count three times the distance between take off point and official turning point.

- (c) Duration. For the Contest count the minutes flown from take off to landing. (Duration in the Contest is counted whether the flight terminates with or without return to the starting point. However, national or international records are recognized only for duration with return.)

- (d) Altitude in feet above take off point by barograph.

- (6) For the carrying of passengers on any flight in a licensed ship, the number of miles (distance) of minutes (duration) of feet (altitude) to be credited for that flight are increased by 1/3 for one passenger, by 1/2 for two passengers, and by 2/3 for three passengers.

- (7) The terrain of Elmira offers no ridges along which great distance flights could be made. In previous years many attempts of distance flying were started from Elmira by flying straight down wind on thermals. In most cases, however, the good thermal conditions ceased before record distances were reached and the flights had to be terminated.

It appears that it is quite possible to reach the mountain ranges of the Alleghenies or of the Blue Ridge from Elmira on thermals. With westerly winds it should then be possible to cover practically unlimited distances towards the south in the slope currents of these mountains. The Contest Board wishes to encourage such flights. For this reason maps are to be provided of the region between Elmira and the northern end of the two mountain ranges. These maps will show the slopes and possible landing spaces in the forests. Possible routes for distance flights will be laid out on these maps. To the mileage of all distance flights, which end along those routes, an increase of 50% will be added when the points are computed. In addition, special points for pioneering performances will be awarded to each pilot who covers a further distance in this direction.

- (8) Qualification for a "C" license is counted as a thirty minute increase of the duration of the flight when computing pilots' points as well as ships' points.

- (9) The number of points is computed by reference to a semi-logarithmic chart which is published herewith. The rate of increase of number of points with respect to performance tapers off sharply, thus representing a handicap for experienced pilots and pilots of high performance sailplanes.

- (10) In computing points for the pilots, not more than four flights can be counted, namely, his best distance, his best distance with return, his best duration, and his best altitude. Passenger benefits or "C" license benefits are added before computing points. Thus one's longest flight may not be his best for points. For example, fifty miles with a passenger rates higher than sixty miles without a passenger.

- (11) In computing ships' points all performances of the ships are added for each category before the end sum of each category is converted into points.

- (12) The curves which indicate ships' points have half the slope of the curves of pilots' points. Thus a pilot will earn for one flight twice as many points as a ship fly-