

RULES & REGULATIONS 1938 AMERICAN OPEN SOARING CONTEST

DATE AND LOCATION

The 1938 American Open Soaring Contest will be held from Saturday, August 27th to and including Monday, September 5th, at Frankfort, Michigan. The Contest will officially open on August 27th at 3:00 p.m.

There will be no more official flights after Sunday, September 4th. However, flights can be made on Monday, September 5th to compete for a prize for the best performance of the day.

Official flights may take place from any site which is designated an official site by the Contest Chairman.

Official flights may take place at any time of the day or night provided that all requirements of the United States Department of Commerce are complied with, and provided that the Contest Chairman is notified sufficiently ahead of time to arrange for official observers and launching equipment.

A pilot's meeting will be held every morning at headquarters. During these meetings, the activities of the day will be announced by the Contest Board after consultation with the Frankfort Weather Station and the pilots. The hour of the meeting will be announced on the previous day. It will usually be at 8 or 9 a.m. and may be cancelled if good soaring is possible early in the morning.

ENTRY OF PILOTS

Any glider pilot of the United States or Canada may participate as a pilot in the Contest, provided that he or she complies with the following requirements:

1. He must be in possession of a valid glider pilot's license of the United States Department of Commerce or the lawful equivalent. The Contest can be entered only after presentation of the license or its equivalent.

2. He must be in possession of a valid C license of the Federation Aeronautique Internationale. Glider pilots who are not in possession of a C license may fly at Frankfort at the discretion of the Contest Board. Their "C" flight will constitute their first official flight of the Contest. The Contest Management will forward to the National Aeronautic Association applications for "C" licenses obtained at Frankfort.

3. He must be in possession of a valid Annual sporting license of the Federation Aeronautique Internationale.

4. He must be a member of the National Aeronautic Association. A prerequisite for sanction of a National and International Aviation Contest is that all contestants and officials are members of the National Aeronautic Association or the Federation Aeronautique Internationale. In consequence thereof, the usual fees for licenses (2) and (3) are waived. Similarly, fees for the registration of records are waived. National Aeronautic Association memberships may be ob-

tained through application to the National Aeronautic Association, Du Pont Circle, Washington, D. C. Active Members of the Soaring Society of America fulfill the fee requirements of 2, 3, and 4 automatically.

5. He must be a member of the Soaring Society of America. Active Membership, including NAA membership is \$4.00. Application forms may be obtained from The Soaring Society of America, Room 502, 1500 Locust Street, Philadelphia, Pa.

ENTRY OF GLIDERS

The number of contesting gliders will be limited to forty. Gliders may be entered in the 1938 American Open Soaring Contest provided the following requirements are complied with:

1. The glider must be licensed or identified by the United States Bureau of Air Commerce or the Canadian Government and must be in first class, airworthy condition and pass inspection by the Contest Technical Committee. Gliders which are identified but unlicensed may fly at Michigan.

2. Application forms for entry of gliders may be obtained from The Soaring Society of America, Room 502, 1500 Locust Street, Philadelphia, Pa.

3. Minors must return parents' consent forms. Forms can be obtained from The Soaring Society of America, Room 502, 1500 Locust Street, Philadelphia, Pa.

4. The application form must be accompanied by a check or money order of \$5.00 made out to Lewin B. Barringer, Room 502, 1500 Locust Street, Philadelphia, Pa. After August 15, 1938, the entry fee for a glider will be \$10.00 instead of \$5.00. During the Contest, the following procedure will be followed.

LAUNCHING EQUIPMENT

Contestants may use their own launching equipment if they wish. However, their equipment and their technique must first be inspected and approved by the Contest Board. No launching method or equipment which does not conform with the standards of safety of the Soaring Society of America can be permitted. It is urged that novel or improved launching equipment, which may have been developed, be demonstrated during the Contest.

The Soaring Society of America provides launching equipment for the benefit of all contestants as follows:

1. Auto Tow. The Soaring Society of America provides two or more tow cars and tow wire. The total length of wire will be deducted from altitude performances.

2. Winch Tow. The Soaring Society of America provides at least one winch. The total length of the unwound part of wire will be deducted from altitude performances.

THE CONTEST BOARD

All phases of the Contest will be directed by the Contest Director and Board.

POINTS AWARD SYSTEM OF THE SOARING SOCIETY OF AMERICA

\$1,500.00 will be distributed on the Points Award System.

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 distance 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 (or identified) 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, or by 1/2 for two passengers and by 2/3 for three passengers.

7. Qualifications for a "C" license are counted as a thirty minutes increase of the duration of the flight when computing pilots' points as well as ships' points.

8. 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.

9. 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.

10. In computing ships' points, all performances of the ships are added for