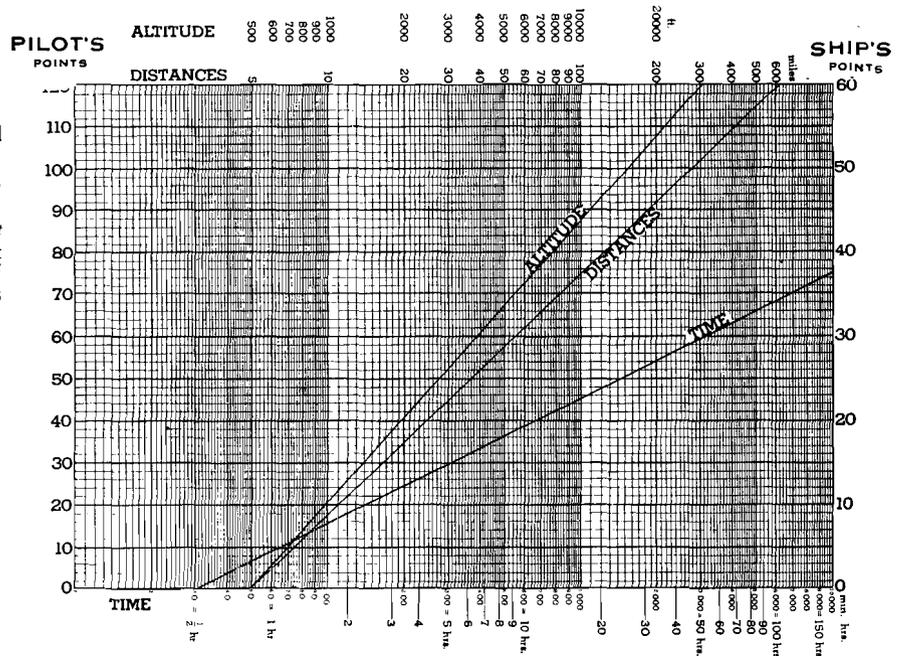


# AMERICAN OPEN SOARING CONTEST

## POINTS AWARD SYSTEM

\$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  $\frac{1}{3}$  for one passenger, or by  $\frac{1}{2}$  for two passengers and by  $\frac{2}{3}$  for three passengers.
7. Qualifications for a "C" license are counted as a thirty minute 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



The points award system graph

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 each category before the end sum of each category is converted into points.

11. 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 flying the same distance—not in one hop—but in accumulated distances.

Paragraph 9 indicates that a pilot can only increase his rating with a new flight in which he exceeds one of his previous performances. Therefore, if soaring conditions are not favorable enough to facilitate a better performance, it would be wiser to have another member of a glider group fly the glider because he would establish new pilots' points. He will establish new points for both himself and his ship. A single owner of a sailplane making a new flight might not increase his personal rating, but he will accumulate more points for his ship.

12. Any flight has to surpass certain minimum performances in order to count. This distance must exceed five miles to be counted. Duration must exceed one hour and altitude exceed one thousand feet. "C" flights must last at least five minutes. Thus, if a "C" flight lasts 30 minutes, this represents one hour, giving nine points for the pilot and four points for the ship.

13. Additional points will be awarded to the pilots as follows:

- e. Twenty-five points for bettering a national record.
- f. Fifty points for bettering an international record.
- g. Up to twenty-five points for the development of a new and useful soaring technique including the pioneering of a new route and the advancement of the use of radio and the like.

14. Additional points up to twenty-five may be awarded to ships as a premium for outstanding construction merits.

15. Duration, altitude, and distance performances may be combined in one flight or competed for separately. It is not necessary for a pilot to indicate his choice beforehand. The best performances are automatically taken from whatever flight it will become. Intentions to fly distance with return have to be declared in time to dispatch an official observer to the turning point.

At the close of the Contest, the total sum of the points of all pilots and all ships will be formed. By dividing the total prize money of the points award system by this sum, the value of each point will be determined. Cash prizes will then be awarded to pilots and ships according to their points.

The champion pilot of the 1938 American Open Soaring Contest is the holder of the highest number of pilots' points. The champion glider of the Contest is the one holding the highest number of ships' points.