

RULES AND REGULATIONS FOR THE 10th ANNUAL NATIONAL SOARING CONTEST

The Tenth Annual National Soaring Contest will be held at Elmira, New York, June 24—July 9, preceded by a warming-up period, when new pilots may earn their "C" licenses, commencing June 19. The pilots will be classified as belonging to one or the other of two groups. If prior to his first contest flight a contestant's highest soaring certificate is a "C", he will be classed in Group II; if a Silver "C" or a Golden "C", he will be classed in Group I.

The Point Award System used last year will be in effect again this year, with the minimum requirements for Group I pilots the same as in 1938, namely, the requirements for the Silver "C" certificate. Group II pilots, in order to make contest flights, must exceed the minimum requirements of 1,000 feet altitude and/or 5 miles distance, and/or one hour duration.

A goal of \$10,000.00 has been set for prize money, 50% of which, it is hoped, will be placed in the Donors' Point Award Fund, and the remaining amount in first, second and third prizes in the ratio of 5-3-2. It is hoped that a large number of Goal Flight Prizes can be raised, the amounts of the prizes to vary in a direct ratio to the air line distances from Elmira. Points earned in either Group I or II will have the same cash value and pilots who earn their Silver "C's" during the contest will move up from Group II to Group I, keeping all the points they have earned in the lower group.

The National Soaring Champion will be that person who amasses the largest total of contest flight points earned in Group I or the Silver "C" class. The Contest Board feels that some method must be worked out to award extra points to pilots who are obliged to miss a day of soaring because they have flown too far the preceding day to get back to Elmira in time to make a contest flight the following day. The Soaring Champion must be a citizen of the United States.

The question of foreign competition was brought up by the chairman of the Contest Board, who asked for discussion to determine the members' policy with regard to it. Debate followed, which led to the passage of the following resolution: "Resolved that The Soaring Society write to the representative bodies of organized soaring in all foreign countries inviting their pilots to the Tenth Annual National Soaring Contest. That these pilots shall be welcome as guests to soar during the contest but that they shall not be eligible for the general prize money and awards."

A short discussion on bases for gliding and soaring operations led to the passage of the following resolution: "Resolved that The Soaring Society request that the Civil Aeronautics Authority aid in making available areas for gliding and soaring operations in the vicinity where a need for such facilities exists."

A radio committee, appointed at the Saturday afternoon session, with Ben Shupack as chairman, introduced the following resolution which was passed:



GLIDER PILOT RADIO LICENSE

Whereas a majority of the glider accidents that have occurred, fatal and otherwise, are preventable with timely advice to the pilot while in air,

Whereas glider pilots start with solo instruction on the first flight,

Whereas in cross-country flying communication with the ground crew would increase the safety factor and improve conditions for better national glider records,

Whereas communication between the glider and the ground would definitely protect life and property in time of emergency,

BE IT RESOLVED that The Soaring Society of America petition the Federal Communications Commission and the Civil Aeronautics Authority with the following radio communication program:

1. The band of frequencies from 60-61 megacycles be allocated to gliding and soaring.
2. A new radio license be established—the "Glider Pilot Radio License" open to bona fide glider pilots from student grade on.
3. The examination for this license shall be similar to the radio telephone third class license.
4. The granting of this new license shall automatically confer a station license with it.
5. The maximum output of transmitters shall be 25 watts.

Floyd Sweet read a letter from Donald Hamilton to Arthur Schultz bringing up the question of C. A. A. recognition of soaring time, and a revision of airplane towing regulations. This led to the passage of the following resolutions:

RESOLVED that The Soaring Society request the Civil Aeronautics Authority to amend its regulations with regard to gliding and soaring so as to provide for the following:

1. Soaring Time:

(a) The allowance of at least 10 hours of properly certified soaring time (flights of ½ hour or over), toward the present Private airplane certificate.

(b) The allowance of all properly certified soaring time (flights of ½ hour or over) as the equal of any other solo time for certificated pilots; except that, soaring time shall not count for more than one-third of the total number of hours required toward the renewal of any license, but shall be applicable to any category.

2. Airplane Towing:

(a) Ships and pilots to be certified as eligible for towing on an annual basis.

(b) Tow plane pilot to be Commercial pilot, or Private pilot with "C" rating or equivalent.

(c) Sailplane pilot to have "C" rating and hold C. A. A. rating of some sort. This rating should require a physical examination similar to that for Private pilots.

The meeting concluded after the passage of the following resolution introduced by Floyd Sweet: "RESOLVED that the members of The Soaring Society assembled at this annual meeting unanimously approve the business that has been transacted by the members and their directors."