

## NATIONAL CONTEST - 1946

| Placement | 1946 Contest Rules<br>with Bonus Points | 1946 Contest Rules<br>without Bonus Points | Proposed Point Award<br>System |
|-----------|---|--|--------------------------------|
| 1st       | Robinson 3106                           | Robinson 2606                              | Robinson 1432                  |
| 2nd       | Compton 2082                            | Parker 1748                                | Parker 829                     |
| 3rd       | Waters 1892                             | McHenry 1624                               | Charles 801                    |
| 4th       | Charles 1879                            | Charles 1379                               | McHenry 767                    |
| 5th       | See 1814                                | See 1314                                   | See 716                        |
| 6th       | Parker 1748                             | Compton 1282                               | Tabery 647                     |
| 7th       | McHenry 1624                            | Waters 1192                                | Compton 633                    |
| 8th       | Hurt 1156                               | Hurt 1156                                  | Waters 558                     |
| 9th       | Tabery 1141                             | Tabery 941                                 | Hurt 553                       |
| 10th      | Kohls 983                               | Maxey 852                                  | Maxey 414                      |

Note: The change in placement of Charles and Tabery in the 3rd column is due to their superior performance in altitude flights.

days, rather than on long cross-country flights on good days. It might encourage the use (in future contests) of low-sink, low cruising speed sailplanes, rather than fast, cross-country ships.

As everyone knows, the last national contest was organized and arranged on short notice, and this discussion of the rules is not intended to reflect upon the contest, but to point out the need for standard, permanent contest rules and point award regulations.

It is believed that much would be gained in eliminating all contest flights on the final Sunday, if not on the preceding Sunday, because of the limitations placed upon barograph return. Two weeks can be spent at the contest flying, assembling, retrieving, with too little time available to become genuinely acquainted with the other pilots around you. Further, the last Sunday, free of competition, would provide opportunity for soaring leisurely in the vicinity of the contest site, socializing, and resting up for the journey home, as well as giving the visiting public a good show on the final day of the contest.

While we are overhauling our sailplanes this winter and preparing for next year's soaring, it might be well to make some effort towards overhauling and preparing suitable permanent contest rules.

Therefore, to get the ball rolling, the following proposed Rules and Regulations are submitted. If active soaring pilots and groups will also present their proposals, suggestions, and ideas to the SSA, sufficient material and opinions will be available to the Board of Directors for them to properly formulate permanent rules and regulations to govern the conduct of all contests, regional and national, sanctioned by the SSA.

### Proposed General Contest Rules for All Contests Sanctioned by the S. S. A.

- 1.0 *Entry of Pilots*—Any properly certified pilot may enter provided he is an active member of The Soaring Society of America, or the equivalent organization of a foreign country.
- 1.1 Applicants for entry as contestants may be required by the contest committee to present certified log books, pilot certificates, glider certificates, and/or demonstrate their ability to the satisfaction of the contest committee.
- 2.0 *Entry of Gliders*—To be entered a glider must be properly certified by the Civil Aeronautics Administration, or, if from another country, the glider

must carry the equivalent certificate issued by the proper authority of that country.

- 3.0 *Entry Fees*—No entry fees shall be charged any pilot or his glider.
- 4.0 *Contest Winners*—The United States citizen who amasses the largest total of contest points in the National Contest shall be declared the National Soaring Champion; the person who amasses the largest total of contest points in any other contest shall be declared the winner.
- 5.0 *Safety Rules*—The contest management and contest committee shall be responsible for the promulgation and enforcement of sufficient and proper flight, launching, traffic, and general safety rules and regulations.

### Contest Flight and Point Award Regulations

- 6.0 *Contest Flights*—To make a contest flight, a contestant must exceed 1,000 feet altitude above release, or 15 miles distance from point of release.
- 6.1 A contestant may make a second attempt at a contest flight in any one day provided his first flight did not exceed either of the contest flight minimums of paragraph 6.0; or, if his first flight did exceed such minimums, he may make a second attempt only if he forfeits in writing, before the second take-off, all claim to the contest points of his first flight.
- 6.2 A contestant may not take off on an attempted contest flight unless the glider used by him the previous day has been retrieved and is in the vicinity of the contest site.
- 6.3 No contestant shall intentionally make a flight on instruments above 12,000 feet sea level, or in a cumulo-nimbus cloud, thunderstorm, or front, unless he possesses a valid instrument rating or experience satisfactory to the contest committee, and further, that the glider used is equipped and stressed for such instrument flight.
- 6.4 Maximum airplane tow for contest flights shall be 3,500 feet above the general usable surrounding terrain, or less, as determined by the contest committee.
- 6.5 Pilots planning instrument flights or cross-country flights will be required to wear parachutes.
- 6.6 Pilots shall not engage in premeditated and planned team flights; however, this shall not be

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