

him a total of 173 points for the flight. On the same day a slow low sink glider flies 110 miles at 20 mph having reached an altitude of 4100 feet in the course of the flight. His points are as follows: Distance 110 points, Speed 22 points, Altitude 41 points, Total 173 points.

At the Wichita Falls meet duration won't mean much. It is only when you have a ridge that duration points become an issue, and then it is not a bad idea to give five points an hour *to utilities only* for the benefit of those who do fly utilities and only get a chance to go crosscountry a few times during the meet. Even then duration points should not be given for any flight that also qualifies for distance points. The reason for this is that duration points tend to nullify the benefits of awarding speed points. Sailplanes should never be awarded duration points because they have ample opportunity to fly crosscountry in the course of a meet and they should be encouraged to hasten on their way rather than tarry on the ridge.

So much for generalizing. I would now like to review the rules Fritz Compton recommended as I consider them much closer to the ideal than the ones used for the 1946 National Contest.

The "Standardized Rules" should apply to the National Soaring Contest and all large regional meets sanctioned by the SSA, but not necessarily to the smaller meets which might find it difficult to comply for lack of barograph calibrating equipment, etc. Soaring contests could be divided into two classes—those that comply with the "Standardized Rules" and those that don't—and both could be sanctioned.

As for the "General Contest Rules" there are only three comments:

a) A contestant should have a minimum of a "C" and a "Private" to compete. Some years from now if there are adequate regional meets for all and the national meet is overcrowded it may be necessary to require a Silver "C" for the national meet.

b) Some entry fee should be charged, even if it is only a dollar, to let a contestant know he has entered something. Also some meets may need these entry fees to help cover expenses. Recommended—Pilots \$2, Gliders \$3.

c) The U.S. citizen amassing the largest number of earned points should be named the "Champion" (i.e. National Champion, South Western Champion, Eastern Champion, etc.) of the area covered by the meet.

Compton's "Contest and Point Award Regulations" receive my wholehearted support except as enumerated below. There are plenty of enumerations, but I think the subject is important enough to be gone into pretty thoroughly.

If a contestant makes more than one flight in a single day he should be free to wait until the end of the soaring day to choose the one he desires to have counted. In other words, a pilot should be encouraged to make additional flights without having to forfeit anything or put anything in writing (a bothersome process). This does not mean he can combine the best altitude of one flight with the best distance of another flight, etc.

It should not be included in the rules that a pilot cannot take off until the glider he used the preceding day is retrieved. It's possible the glider he used the previous day is located on an island, in the middle of a forest, or so banged up it will no longer fit on the

trailer. As far as a pilot using half a dozen gliders, scattering them over the country, and taking it easy on the sleeper back to the soaring contest each night, he would have no advantage over a pilot who had only one and a devoted ground crew who would spend the night retrieving the glider while this pilot also rode the sleeper. The latter case would be legal under rule 6.2. The fact that the pilot has retrieved himself should be enough.

With regards to instrument flying, CAR 60 states that all aircraft should stay at least clear of the clouds unless operating under Instrument Flight Rules, and I believe this applies off airways. If you're going to fly IFR, you not only need an instrument rating, but a two way radio, fuel, and a number of other requirements a glider can't meet (such as holding a cruising altitude, etc.).

A number of pilots have been known to fly in areas of low visibility, but that's about as far as it goes. At Wichita Falls there's not much difference between clouds below 12,000 ft. and clouds above 12,000 ft. except that it's recommended you use oxygen for the latter. In gliding instrument ratings don't mean too much. Nobody ever took a CAA instrument test in a sailplane and instruments in a glider are much fewer. The pilot is in a better position to know his own limitations than anyone else and most pilots have sense enough not to get so near a cloud they can't handle that they get sucked into it. Contest rules should not try to separate contestants with regards to what they can and can't do when they are in the air. The contest committee can make serious recommendations, but I think it should be between the pilot, his common sense and the CAA what he does once he has left the vicinity of the soaring site.

The maximum airplane tow for the contest flights should be the International limit of 4,921 feet above point of take off, or less as determined by the contest committee. Some day at some contest we may want to give launches to 4900 feet for the express purpose of breaking an International record and it would be inadvisable to close the door to such a possibility by setting a lower limit in the rules for airplane tows.

Team flights are not basically bad. The Germans used one to establish a new distance record and they were permitted to do so under International rules. Team flights of two or more sailplanes should, however, be limited to record attempts or special prizes and because they affect the point award system they should only be permitted when authorized by a majority vote of the contestants present at the pilots' meeting on the day they are to take place. "This shall not be construed to mean that pilots cannot use the same thermals, or engage in team flying over such portions of their intended routes as may be coincidental and without prearrangement."

One point should be awarded for every 100 feet gained above release, subject, of course, to contest minimums. Giving one and one-half points above 10,000 feet and 2 points above 20,000 feet puts an unfair premium on having oxygen equipment and encourages pilots who don't have it to go higher than they should.

For goal and return flights only two witnesses should be required as an airplane is a very convenient method of checking the glider at the goal and most light planes only hold two people.