

A contestant choosing to make additional flights by airplane tow should be allowed to do so when there are no contestants who have not yet had an airplane tow that day waiting for the one at the takeoff area in question. Auto and winch tows should be handled in the same manner. However, the fact that a contestant has already had an auto or winch tow should have no effect on the scheduling of airplane tows and in addition a contestant should be allowed to take auto or winch tows while waiting his turn at an airplane tow if this does not interfere with airplane tow operations.

"A goal for a one way flight shall be that area within a one mile radius of the exact center of the designated goal point or designated goal airport." A city or town should not be used as a goal unless it is possible to land within one mile of its center. If you only had to put your sailplane on the ground within a mile of the built up or populated area of a city and your goal was New York your destination would be very vague.

At Wichita Falls flights of over 200 miles should be fairly common. It is really too much to expect a pilot to fly seven hours (thirty miles per hour for seven hours equals 210 miles), await his ground crew, disassemble his ship, retrieve the glider for five and one-half hours (forty miles per hour by road for five and one-half hours equals 220 miles), and fly again the next day. Consequently the day off provision for flights over the Golden "C" distance requirement should not be eliminated. It might be rewarded thus: "Any contestant exceeding the Golden "C" distance requirement in a straight line will receive double his points for the day (with the exception of record breaking points and bonus points) or his points for the day plus the highest score for the succeeding day, whichever is the lesser amount, provided he elects not to fly on the succeeding day."

The attainment of Silver and Golden "C" legs during the meet should be honored and rewarded. If possible, members of the SSA staff should be on hand and the Silver and Golden "C"s completed during the contest should be presented at the closing banquet. In addition a bonus of fifty points per Silver "C" leg and 100 points per Golden "C" leg should be given. These bonus points should have equal cash value with other points, but should not be included in the contestant's total when determining his standing with regards to other contestants or when determining the champion.

Breaking national records is another thing again. The fact to remember is that when a pilot breaks a national record he has done something in a sailplane that has never been done before in the United States. If he breaks an international record, he has done something that has never been done before in the world. In the light of this it would seem only just that he receive additional points for his accomplishment which would count towards being the "Champion". In the 1946 National the goal and return record was broken several times and it might seem that extra points were handed out rather lavishly, but if some of our national records are low it's high time they were broken and more power to those that break them. The opportunity is there for all. One point of interest that might be raised is what would happen if some plucky girl came to the meet and started to hang up women's records right and left. She could amass a great number of points in no time, but if she has spirit enough to do it she deserves to be the champion.

200 points should be awarded for every national record broken or established, and 500 points should be awarded for every international record broken in addition to whatever points were merited by the flight under the regular scoring system. Points given for breaking records should not be classed as bonus points, but as earned points.

At the present time there are a great number of two-place gliders in the country. Their performance is good, but when two people are carried it is definitely not equal to that of a high performance singleplace sailplane. It should be only fair to give them a slight boost in the scoring system. In the 1937 German National Championship two-place gliders were given a fifty percent boost when two people were carried with the result that a two-place glider won the contest and another two-place glider came in second. That is overdoing it. A ten percent mark up for the present at least would certainly not be out of line when a full 150 kilos (385 lbs.) of passenger weight or ballast (not droppable) is carried. Take the total of all the points "earned" by the flight with the exception of any record breaking points and simply add ten percent. This would encourage a little more two-place flying. At present a passenger is more of a liability than an asset. Besides his weight he is more apt to be airsick than helping with the navigation or flying. As the situation now stands the only reason for carrying a passenger is for congeniality or to break a record. If you don't break a record (and that is what usually happens) you get no reward whatsoever for carrying the extra weight. Ten percent isn't much, but it would partially make up for the handicap and would give those who flew two-place a little feeling of accomplishment.

In summary, it is recommended that points be awarded under the following system:

Earned Points

(These should count in the determining of the champion.)

Distance: 1 pt. per mi. to 100 mi.
1½ pts. per mi. over 100 mi.
2 pts. per mi. over 200 mi.

Altitude: 1 pt. per 100 ft.

Speed: $\frac{\text{mph} \times \text{distance pts.}}{100}$

Goal: distance pts. plus 25%

Goal and Return: round-trip distance pts. plus 100%

Two-place: all earned points except Record Breaking points plus 10%

Record Breaking: 200 points per national record broken or established; 500 pts. per international record broken.

Bonus Points

(These should not count in determining the champion)

Silver "C": 50 pts. per leg

Golden "C": 100 pts. per leg

Duration: 5 pts. per hr. for utility gliders only.

No slide rule or involved formulas would be required to calculate scores by the fixed point system, the mathematics involved would be quite simple, and it would be possible to keep an up-to-date tabulation of the relative standings of the contestants.

CONTEST COMMENTS

Let's turn for a few minutes to the actual running of