

## SCORING FOR SOARING

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or any time thereafter even though the official starter does not believe soaring conditions exist if any contestant desires to take off. For example: pilots #1, 2, 3, 4, 5, and the starter think conditions are poor, but #6 believes conditions are adequate for him and his ship, #6 will be launched first. He will give up his original position in the starting lineup if he is unsuccessful and will use up one of his flights for the day, but he will not be denied the right to try if he so desires. After #6 has made his try all the remaining contestants have the right to elect to take off again. For example: #6 lands and reports he found weak lift but couldn't quite hang on to it. Pilots #1, 2, and the starter still think conditions are poor, but #3 believes it's time to get started. He will be launched. After #3 has made his attempt pilots #1, 2, 4, 5, 7, 8, 9, 10, 11, 12, 13, and the starter are still sure conditions are poor, but #14 elects to take off, and he is launched. This process keeps up until such a time as the starter believes soaring conditions exist. At this time the launching procedure will revert back to System #1. System #2 is very important in that it gives every pilot the right to decide to take off when he believes a successful flight can be begun in spite of the fact that the starter and several of the other contestants do not agree with him. It also serves the purpose of getting operations started earlier and aids the pilots unlucky enough to be at the bottom of the list without delaying those at the top of it.

All contestants would be limited to two free airplane tows for soaring purposes (acrobatic tows, etc. would not count) a day. For the third and all additional airplane tows a contestant desires to take he would be charged a flat rate of say \$3.50 for each tow to 2,500 feet. Of course, this would not apply on days when airplane tows were not being given. Auto and winch tows would be unlimited.

On days when airplane tows are being given pilots should be allowed to take auto or winch tows in the order in which they apply for them while they are waiting for their turn at an airplane tow as long as this procedure does not interfere with airplane tow operations. If a contestant is not ready because he is doing an auto or winch tow when his turn at an airplane tow comes up, he will be moved back five numbers in the take-off order.

### *Communications*

A standard weather teletypewriter tied in to the CAA weather circuits should be installed in the contest weather office to permit the contest meteorologist and the pilots to keep up to date on the weather.

A special telephone should be installed in contest headquarters for the sole purpose of receiving incoming calls from contestants after they have landed. It is quite discouraging to get a steady busy signal when you're trying to phone in from some isolated spot to let headquarters and your ground crew know where you are.

## *The Closing Banquet*

The closing banquet should be primarily for the benefit of those who actually participated in the meet. Emphasis should be placed on grouping the contestants and their parties up front paying some attention to the order in which they are placed.

When a prize of some importance is presented it would be of interest to mention just what its winner had accomplished (i.e. When George Tabery received the Richard C. duPont Memorial last year for the flight attaining the greatest altitude it would have been good to mention that he climbed 11,500 feet above release to win it.)

A few words might be said in this article about air conditioning, but word has it the Mark Twain Hotel at Elmira is in the process of installing new equipment and Wichita Falls ought to be adequately equipped.

### *Looking Ahead*

Having heard reports from those who have already soared from Wichita Falls and having flown in the vicinity in the summer on numerous occasions myself, I expect great things of the 14th National Soaring Contest. Thermals were frequently so potent in the summer of 1945 that great bubbles and the downdrafts in between continuously threw our training planes up and down 300 feet or more at altitudes as high as 14,000 feet. Most of these flights were made while taking an instrument course and there usually wasn't a cloud in the sky. However, we might just as well have been in the bowls of big cumuli as we flew along trying to hold a constant altitude and a steady course under the hood.

With the expected weather and good rules and organization 1947 at Wichita Falls should see one of the best U.S. soaring contests ever held.

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## FLYING A SAILPLANE ON INSTRUMENTS

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Chances are the airspeed will stop right where you want it. This procedure is particularly important when pulling out of dives. In the case of dive recovery if back pressure is held too long in an effort to break the high diving speed you may find the speed dropping off too fast as the ship pulls up into a climb and, perhaps, a stall.

A good way to overcome bad habits in pressure application, and to instill confidence at the same time, is to place the glider in all sorts of unusual positions while contact and then recover via instruments, having your passenger keep on the lookout for other aircraft.

In conclusion, don't make the easy mistake of going on actual instruments without thorough knowledge of your ship, your instruments and *yourself*. The cemeteries are full of people who failed in the last requirement. Please do not doubt this.

A great deal more could be written concerning this useful and highly entertaining form of soaring but time and space forbid. However, should some of our pilots equip the rear cockpits of their sailplanes with instruments and some means of restricting the rear-seat visibility the writer would be only too glad to help out with a little instruction free of charge.