

- their glider in the same manner as if the glider were flown by a single contestant, except the group cannot be awarded the National Soaring Championship.
- 2.1 A contestant shall not take off on an attempted contest flight unless he is flying the glider flown by him on his previous flight, or the glider flown by him on such previous flight has been retrieved and returned to the vicinity of the Contest site. This requirement may be waived by the Contest Manager when a contestant lands in a geographically isolated area, or damage to the glider makes normal retrieve impossible.
  - 2.2 A contestant may make more than one attempt for a contest flight in any one day but he may claim contest points in all categories from only his best flight of the day, as if such flight were the only flight made by him.
  - 2.3 The Contest Manager may limit the maximum number of airplane tows per contestant per day, and the maximum number per participating pilot per day, provided, however, that the Contest Board shall have final authority on the minimum and maximum number of daily tows for contestant pilots.
  - 2.4 Maximum altitude for airplane tow for contest flights shall be determined each day by the Contest Manager before the beginning of contest flying, but shall be subject to review and change by the Contest Board. In no case shall such maximum tow altitude exceed 4,920 feet above the point of glider take-off.
  - 2.5 Each glider, its respective barograph, and its pilot or group of pilots, shall have the same identifying contest number. There shall be one set of contest numbers to identify contestant pilots, drawn by lot at the opening of the Contest, and another set for participating pilots.
  - 2.60 *Order of take-off:* Contestant pilots shall have launching priority over participating pilots when attempting contest flights. On the first day of competition, order of take-off of contestant pilots by airplane tow or other launching methods for contest flights shall be according to contest number, and thereafter the Contest Board shall provide an equitable system of rotation of take-off order to assure each contestant pilot equal opportunity for early take-off.
  - 2.61 Order of take-off by airplane tow among contestant pilots on their second or third contest flight attempts each day shall be in order of readiness to fly. Contestant pilots on such second and third take-offs shall not have priority over contestants awaiting their first take-off for a contest flight, but shall have priority over participating pilots awaiting their first take-off, unless, in the opinion of the Contest Manager, the take-off of the participating pilot or pilots is necessary for the proper promotion of the air show, Contest exhibitions, or special purposes.
  - 2.62 Order of take-off by airplane tow or other launching methods among participating pilots shall be rotated daily, unless otherwise determined by the Contest Manager for reasons of proper promotion of the air show, Contest exhibitions, or special purposes.
  - 2.63 A contestant pilot taking off on a non-contest flight shall be treated as a participating pilot.
  - 2.64 Daily order of take-off of the contestant and participating pilot groups shall be posted in advance on the bulletin board and made available to the starters. Positions may not be traded. Contestant pilots may not trade gliders.
  - 2.65 If a contestant at the head of the take-off line does not desire to fly when the tow planes are ready, any contestant behind him may volunteer, preference being given volunteers nearest the beginning of the take-off line. The contestant making such an attempt retains his original take-off position if he fails to remain aloft. An attempted contest flight by auto tow will not change a contestant's order for airplane tow.
  - 2.66 Contestants who give notice of intention to fly as a team shall be permitted to take off in succession by airplane tow in the turn of the team member latest in the order of take-off.
  - 2.7 During any Contest day, the Contest Manager may, because of obviously unfavorable weather, announce the suspension of further attempts at contest flights, but this may be done only if there are no contestants aloft in the vicinity of the Contest site on flights that show any promise of earning contest points.
  - 3.0 *Point Award, Altitude:* One contest point shall be awarded for each 100 feet altitude gained, provided, however, that no contest points shall be awarded for altitude unless a minimum of 1,000 feet is gained. (See paragraph 7.5 for definition of altitude gained).
  - 3.1 Altitude gained shall be proven by a barograph or other recording device satisfactory to the Contest Management and the Soaring Society.
  - 4.0 *Point Award, Duration:* None.
  - 5.0 *Point Award, Distance:* (Same as rules 5.0 through 5.6, as published in March-April 1947 Soaring, which provide for 1 point per mile to 100 miles; 1½ points for each mile between 100 and 200 miles; 2 points for each mile beyond 200 miles; 125% of earned distance points for successful goal flights; 150% of earned distance points for successful goal and return flights except minimum distance 25 miles, instead of 15.
  - 5.7 Contest points shall be awarded only for altitude and distance, as provided in these rules.
  - 5.8 If a contestant's total score of contest points for any contest day adds up to a number ending in a fraction, such fraction shall be dropped if it is less than ½. If such fraction is ½ or more, it shall be counted as one complete contest point.
  - 6.0 Prizes and awards, in addition to the principal prize fund, may be posted by the Contest Sponsor, or any other organization or individual, for the breaking of records, flight performances or in distance, altitude, speed, or duration, or any other feats or accomplishments. Any such prizes or awards involving cash funds must be on hand or in escrow before any announcement thereof is made in any manner to the pilots entered in the Contest.
  - 6.1 The entire sum of the principal prize fund in escrow, and all other competition prizes and awards on hand, shall be distributed only to the contestant and participating pilots officially entered in the Contest, except that special additional awards may be made to tow pilots, ground crews, and other persons assisting in the operation of the Contest.
  - 7.0 *Definitions:* A goal for one-way flights shall be that area within a 3,000 foot radius of the exact center of the designated goal point, designated goal airport, or designated goal co-ordinates. In the case of a city or town, landing must be within 3,000 feet of the exact center, and it is recommended that contestants choose a specific airport nearby, or other landmark, as their goal when attempting to reach the vicinity of a large city or town.
  - 7.1 A goal for distance and return flights shall be the center point of such designated airport, town, or geographic location. Contestants must make a 360° turn around such center point before beginning the return leg.
  - 7.2 If a contestant wishes to designate an airport as his goal and there are one or more additional airports in the vicinity of his goal airport, it is the contestant's