

responsibility to identify beyond all doubt, before take-off, by specific name, the airport he wishes to designate as his goal point. Failure to do so will be sufficient cause for forfeiture of extra points awarded for goal performances.

- 7.3 For the purpose of contest points, *point of release* shall be construed to be the center point of the take-off site if actual release is made within two miles of such center point. If it is the starter's opinion that release was made beyond two miles from the center point of the take-off point, then *point of release* shall be that point described by the starter and tow pilot as the point of actual release.
- 7.4 For the purpose of national records *point of release* shall be the actual point of release as described by the glider pilot, tow pilot, starter, and observers on the ground. It is recommended that on record attempts the pilot release directly over the center of the take-off site.
- 7.5 Altitude gained is the maximum barometric altitude difference between any low point in a flight and any subsequent high point, as determined from the barograph trace. The maximum airplane tow altitude determined each day by the Contest Manager will be construed as the initial *low point* for each contestant launched by airplane tow. The maximum possible altitude attainable with any other type of launching equipment used will be construed as the initial *low point* for each contestant launched by such methods. If a contestant sinks to an altitude below such maximum tow or launching altitude after releasing, the barograph trace of such sink will, of course, constitute a subsequent and new *low point*.
- 8.0 *Changes in Contest Rules:* Changes in contest competition rules may be made prior to the opening day of the Contest by the Soaring Society only. After the beginning of the Contest, changes in contest competition rules may be made only by the Contest Board with approval of 90% of all contestant pilots.
- 9.0 *Contest Board:* There shall be a Contest Board consisting of three officials of the Soaring Society of America designated by the Society, one representative

chosen by the contestant pilots, and the Contest Manager. During the contest they shall control all matters of policy concerning contestants and competition. Actions of the Board shall be by majority vote. They shall govern the general conduct of the competitive features of the meet, supervise the distribution and award of all prize funds and awards for contest competitive performances which are on hand or in escrow, monitor compliance with competition rules and sanction requirements regarding competition, determine disciplinary action and interpretation of competition rules. Any pilot entered in the Contest may appeal, in writing, to the Contest Board any matter or complaint relative to competition, prize monies, or awards, which are on hand or in escrow.

NATIONAL CONTEST RULES

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while gate for the sponsor. Mass flights on week days to nearby cities may be planned for groups of participating pilots, as well as other events. Barograph service will be available for all entrants.

It is hoped that a system may be worked out for a portion of the point award fund to be used toward travel expenses to and from the contest site, to make attendance less difficult for pilots in distant states.

Comment, criticisms and suggestions are requested from everyone interested. If there are portions of the rules you do not like, make your opinions known—and likewise, if you agree with some portions, please make your agreement known, for if 10 objections are received to a particular paragraph and no approvals, although 50 may approve silently, it will be assumed that the paragraph is objectionable and should be deleted. Address comments to F. B. Compton, 2244 S. W. 23rd Terrace, Miami 33, Florida.

Note the functions of the Contest Board provided for in paragraph 9.0.

MINUTES OF SSA DIRECTORS' MEETING

THE meeting was called to order at 10:45 A. M., August 31, 1947, in the Administration Building on Harris Hill, Elmira, New York, by President E. J. Reeves.

Directors present were: E. J. Reeves, Maj. Floyd J. Sweet, Paul Tuntland, Parker Leonard, Taylor Boyer, Arthur B. Schultz, Capt. Ralph S. Barnaby, Ben Shupack, Ernest Schweizer, Paul A. Schweizer, Fritz Compton, Richard J. Comey, General Manager.

Present by proxy: Dr. August Rasper, Dr. Wolfgang Klemperer, Alexis Dawydoff.

The meeting opened with a discussion of what agenda to follow and the following one proposed by General Manager Richard J. Comey was agreed upon:

1. NAA relations: Fees, sanctions, records, sporting licenses, soaring certificates, barographs, international competition, representation.

2. SSA finances: Debts, assets, July-August "Soaring."

3. 15th Annual National Soaring Contest: Sanction requirements, bids, rules, Contest Manager, insurance, sanction fee, "national" prizes.

4. Bailment Contract Foreign Sailplanes: Present status, study of how title to the gliders can be obtained, disposition.

5. SSA property: Four gliders, other.

6. Platform of the Technical Committee.

7. CAA-CAB rules and regulations.

8. International Soaring Contest: England, 1948.

9. Olympics: Finland, 1952.

Discussion of NAA-SSA relationship was opened by President E. J. Reeves. Ben Shupack reviewed the past history of NAA-SSA relationship and showed that previous arrangements with NAA had been on the basis outlined in the November, 1940, issue of SOARING,

Page 12. Capt. Barnaby then explained the action taken since the spring of 1946 when the 13th National Soaring Contest brought up the problem, and read a letter of April 16, 1947, from NAA to Capt. Barnaby, which provides for sanctioning of glider meets on the basis of 50 per cent of SSA Sanction Fee and is the basis of our present relationship.

A general discussion then followed and Capt. Barnaby then moved: That the president appoint a committee to endeavor to negotiate a franchise agreement with the NAA at the earliest possible time. The motion was seconded by Maj. Sweet and the motion carried.

The next point of discussion was that of the arrangements for the 15th National Soaring Contest. The need for an early decision on the regulations and site of the meet was agreed upon and it was felt that a decision should be reached as early as possible.

Fritz Compton, chairman of the Contest Committee, then advised that he had been in contact with several com-