



CONTEST RULES AND REGULATIONS

FOR

TWENTY-FIRST NATIONAL SOARING CONTEST

Elsinore, California

I. Awards

- a. National Soaring Champion — Single place only. All pilots and ships compete on an equal basis with respect to point score — 3 awards.
- b. Handicap Awards — Highest adjusted point score; point score modified by handicap factor for particular class (I, II, or III) — 3 awards.
- c. Class Awards — Highest point score within each handicap class — 3 awards in each of 3 handicap classes.
- d. Two — Place Award — Highest two-place point score. 1 award. NOTE: Two-place entries are eligible for all handicap and class awards.
- e. Women's Soaring Champion — Single place only. Highest point score earned by a woman pilot — 1 award.
- f. Junior Champion — Single place only — Highest point score earned by a pilot under 21 years of age 1 award.
- g. Club Champion — Highest point score earned by a club-owned glider. (Club must have 6 or more share-holders) — 1 award.

II. Qualification of Pilots

- a. Pilot must hold current F.A.I. sporting license. (Active membership in SSA satisfies this requirement.)
- b. Minimum of Private CAA Glider Pilot rating.
- c. Pilot shall have made a minimum of five airplane tows during the fourteen months preceding start of contest. Contestants may be called upon to demonstrate aero tow proficiency.

III. Qualification of Gliders

- a. Current CAA certification.
- b. Shoulder harness required.

- c. Parachute required.
- d. Emergency kit required (tie-down, water, etc.) Safety Committee will issue advance bulletin on this requirement.
- e. Barograph not required, but strongly recommended.

IV. Contest Flights

- a. Nine contest days, one rest day. Contest Committee may declare a No Contest day. If all nine days are Contest days, four shall be task days and five open days. Choice will be made by Contest Committee as contest progresses.
- b. Final Point Score for each pilot will be computed for one less number of official task days and one less than number of official open days; i.e., if there are nine contest days (as in a. above), best 3 task days and best 4 open days will be counted.
- c. Task may include: Goal, Goal & Return, Triangular Course, Continuous Circuit, Speed Dash. It is expected that speed dash courses will be relatively short (about 100 km.) closed courses, with landing at point of departure.
- d. On open days, contestants may choose straight distance, goal, or goal and return flights only (no triangular course or continuous circuit).

V. Scoring

- a. Basic Score (will be multiplied by daily weighting factor to establish point score)
 1. Straight Distance — 1 point per mile.
 2. Distance to Goal (must land at goal) — 1.2 points per mile.
 - a. On task days, if goal is not reached, points will be awarded for distance projected on line from contest site to goal — 1 point per

mile, no points beyond goal distance.

- b. On open days, if goal is not reached, points will be awarded for straight distance to landing point (not projected).
3. Goal and Return — 1.3 points per mile.
 - a. If pilot fails to return to take-off site, straight distance points will be awarded for distance toward goal and partial return, if any. No bonus for reaching goal if return is not completed. Distances projected along line from contest site to goal. This holds true for both open and task days.
 4. Speed Bonus — On speed dash task days, distance points earned (as outlined above) will be multiplied by a speed factor, determined as follows:
 - a. If task is completed, factor is $V^2/500$, where V is pilot's average speed in miles per hour from release to landing.
 - b. If task is not completed, the factor is that of the slowest pilot who does complete the task.

Example: Pilot completes 60 mile triangular course with average speed of 35 mph.

Basic Score =

$$60 \times 1.3 \times \frac{(35)^2}{500} = 191 \text{ points}$$

Example: Pilot lands short, covering only 50 miles. Of the pilots who completed the course, the slowest average speed was 22 mph.