

two-place category will be declared the U.S. National Two-Place Soaring Champion. Two-place entries must have both seats occupied to be eligible for the two-place award, and the passenger, including parachute, must have a minimum weight of 170 pounds.

(III) *Feminine Soaring Champion* (Provided 5 or more compete)
The U.S. feminine citizen earning the highest final score in women's class will be declared the U.S. National Feminine Soaring Champion.

(IV) *Junior Soaring Champion* (provided 3 or more compete)
The U.S. citizen under 18 years of age earning the highest final contest score in the junior class will be declared the U.S. National Junior Soaring Champion.

(V) *Champion Soaring Club*.

To determine the winner in the Club Class each Soaring Club's final score shall be the total of points earned by the best individual club member flight on each contest day except that one individual pilot may score on no more than three days and the total score shall include the daily points of at least three individual club members. Credit of pilot points towards the club total shall in no way affect the individual standing.

2. FLYING

2.1 *General* There are nine (9) days during which contest flying may take place. Subject to the weather being suitable the schedule of events will follow closely the following pattern:

Tuesday, July 31st, Task
Wednesday, Aug. 1st,

Pilot's choice (Open day)

Thursday, Aug. 2nd, Task
Friday, Aug. 3rd, Task

Saturday, Aug. 4th, Pilot's choice (Open day)

Sunday, Aug. 5th, Rest day and airshow for public. No Contest Day.

Monday, Aug. 6th, Task

Tuesday, Aug. 7th, Task

Wednesday, Aug. 8th, Task

Thursday, Aug. 9th, Task

There shall be a Contest Board consisting of the Contest Director as Chairman, Meteorologist, SSA representative, and two non-competing but, if possible, ex-competitive soaring pilots chosen by the competitors. One of the main functions of the Contest Board will be to decide before each daily pilots' meeting the type of task for that day, and will make the length of it such that, in their best judgment, the majority of the competitors will be able to complete the task. All tasks will be triangular course or goal and return events except when weather indicates a race to a goal to be the only possibility. If inclement weather causes a cancellation of a scheduled open day the Contest Board may decide to substitute an open day for a task later on in the contest.

2.2 *Contest Day* A contest day shall be defined as a day on which every sailplane has been given at least one chance to fly, and on which at least three competitors fly minimum distances of 25 miles or 1 competitor flies a minimum of 50 miles.

2.3 *Flights* Only the best flight by a pilot on a contest day shall count toward the final score.

2.4 *Championship Meeting* A minimum of four contest days shall be required to constitute a Championship Meeting.

2.5 *Final Score* Each contest day will be counted and each pilot's final score will be the

total of points earned by him on each contest day.

2.6 *Contest Numbers* Each sailplane, barograph and pilot shall use as a contest number the last three digits of the sailplane registration number.

2.7 *Parachutes* A parachute will be worn by every occupant of every sailplane on every flight. Shoulder harness is recommended.

2.8 *Barographs* Barographs are not considered essential equipment for contest flying but for FAI awards they are necessary. The usual facilities will be available at the contest site for sealing, smoking and checking the barographs of those who wish to use them.

2.9 *Launching* Competition launching will be by aerotow, and will be to a maximum height of 2,000 feet above the airfield except that, because of the weather, the Contest Board may decide on a higher altitude.

2.10 *Starting Procedure* Take-off time will be by pilot's choice. A board will be erected near the starting point and will be marked at two-minute intervals. A pilot will signify his intention to take-off at a specific time by putting his name in the appropriate space on the board. Any pilot who fails to arrive at the starting point prepared for take-off at the time specified will forfeit his chance and his take-off time will become available to another pilot.

2.11 *Take-Off Cards* A take-off card will be filed by each pilot immediately before the start of each flight on open days.

2.12 *Landing Cards* The location of a landing away from the contest site must be confirmed by a landing card bearing the names of two witnesses, with the exact location being marked on the landing card.

2.13 *Notification of Landing* It shall be the pilot's first duty after landing and securing his sailplane to telephone the operations room at Grand Prairie Airport, giving the

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