

24th ANNUAL U. S. NATIONAL SOARING CHAMPIONSHIPS

Contest Rules and Regulations

Harris Hill, Elmira, New York

July 2-11, 1957

I. Organization:

1.1. The 24th Annual U. S. National Soaring Championships will be sponsored and conducted by the Elmira Area Soaring Corporation at Harris Hill, Elmira, N. Y., and sanctioned by The Soaring Society of America, Inc., under authority delegated by the National Aeronautic Association, and in accordance with the Soaring Code of the Federation Aeronautique Internationale (Section 1 and Section 3, Class D).

1.2. The rules and regulations published at the official start of the contest will remain in force throughout the period of the contest and will not be changed for any reason whatsoever at any time during the contest.

1.3. The Championships will be open to U.S. citizens whether normally resident at home or abroad. Resident aliens and foreign entrants will be welcomed and will be accorded the same privileges and facilities as the competitors, but they will not be eligible to compete for the title of National Soaring Champion or perpetual awards. However, they will be eligible to compete for goal prizes and any other prizes they may earn by virtue of their placing when the final scores are tallied.

1.4. *Date*—The period of the contest will be from 0900 EDT Tuesday, July 2 to 1000 EDT Thursday, July 11, 1957.

1.5. Entries:

1.5.1. *Pilots*—(I) Any person may fly in the contest provided he has: at least a valid CAA Private Glider License. A foreign pilot flying a foreign sailplane must have a certificate of competence from his particular country. If the pilot is too young to hold a CAA Private Glider License, he may fly provided his student pilot certificate has been endorsed for cross country by an instructor and an instructor is present to supervise his flying.

(II) A current member of The Soaring Society of America, Inc., or

has a valid FAI Sporting License from his National Aero Club in the case of foreign entrants.

(III) At least the distance leg of Silver "C."

(IV) Satisfied the organizers that he is in current flying practice and can produce a properly authenticated log book as evidence.

NOTE: In the interest of safety the organizers reserve the right to flight check competitors in EASC two place sailplanes which will be available for that purpose.

1.5.2. *Sailplanes*—No sailplane will be accepted in the contest unless it possesses a valid CAA Certificate of Airworthiness. In addition, a committee appointed by the Contest Chairman shall have the power to reject any sailplane which it considers to be unsuited for competition. A fully qualified CAA Inspector will be a member of this committee if possible. Sailplanes of foreign registration must display a valid certificate of airworthiness issued by the responsible authority in the country of registration.

1.5.3. *Clubs*—Any U. S. Club may enter for the National Club Championship, one or more sailplanes and three or more pilots. All pilots must have been regular members of the club at least three months prior to the start of the contest, and they must register with the organizers that they are entering the National Club Championship. The gliders entered in this competition must be registered in the name of the club. The Club Championship Award will be governed by Paragraph 1.7 (V).

1.5.4. *Teams*—A single sailplane may be entered by two or more pilots as a team which will be considered as the equivalent of one pilot and sailplane, and all rules and regulations shall apply to such a team as if the sailplane were entered by a single pilot, except that the team cannot be awarded the National Soaring Championship.

1.6. *Entry Fee*—The entry fee shall be \$15.00 per sailplane and will entitle each sailplane to one free tow each contest day. Additional tows will be paid for at the current rate. There will be no entry fee for pilots.

1.7. *Contest Winners*—There will be five championship classes as follows:

(I) *National Soaring Champion*—The U. S. Citizen earning the highest final score will be declared the U. S. National Soaring Champion.

(II) *National Two-Place Soaring Champion* (provided 3 or more compete). The U.S. citizen earning the highest final contest score in the 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 lb.

(III) *National Feminine Soaring Champion* (provided 3 or more compete). The U.S. Citizen earning the highest final contest score in women's class will be declared the U.S. National Feminine Soaring Champion.

(IV) *National 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) *National Champion Soaring Club* (provided 3 or more compete). To determine the winner in the club class each Soaring Club's final contest 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 toward the club total shall in no way affect the individual points standing.

1.8. 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.

2. Flying:

2.1. *General*—There will be nine days during which contest flying may take place. There will be at least one, but not more than two open days and the remainder shall be tasks. There will be a rest day after each open