

25th ANNUAL U. S. NATIONAL SOARING COMPETITIONS

RULES AND REGULATIONS

PREAMBLE

These rules, adopted by the Soaring Society of America, Inc., to govern the competition for the National Soaring Competitions, are based on a concept of providing a maximum degree of competition consistent with reasonable demands on the contestant in terms of contest expenses, crew requirements, and human endurance. To best achieve these ends, a predominantly "task" contest has been adopted with each "task" to be selected by a Contest Board so that a majority of the serious contenders should be able to complete the "task." For this reason, speed in completing each "task" is emphasized in the scoring. All performances on each day's flying are normalized so that the best performance on each day earns 1000 points. As far as possible within these limitations, the rules reflect the approach used in the rules adopted by the FAI for the World Soaring Championships.

Success of a contest of this type is dependent, to a large extent, on the proper selection of "tasks" by the Contest Board before each day's flying. This requires careful selection of a competent, experienced Contest Board at each contest. Before each day's flying starts, the Board must analyze the weather and try to select a "task" which the majority of the serious contenders can be expected to complete.

If the "tasks" are too easy, they will not provide a fair test of the skill of the contestants; if too difficult, few will finish, resulting in retrieves, added expense and inconvenience for most of the contestants. Also, selection of too arduous a "task" will tend to favor those who fly in a slow, stay in the air as long as possible manner, when the emphasis is intended to be on completing a "task" in the shortest possible time. The Contest Board must avoid the type of "task" that results in an event which might be compared to a yacht race scored on the basis of who sinks closest to the finish line.

With a reasonable amount of luck,

from 10 to 30 pilots should complete a "task" if it has been properly selected. Although provisions have been made for scoring tasks which fall outside of these limits, these events detract considerably from the success of the contest. Where weather is so poor that it is questionable if a reasonable number of contestants can complete even a minimum (50 km.) task, the Board must declare a "no contest" day.

Although relatively standardized in format and concept, the rules have been changed each year to incorporate lessons learned in previous contests and so that new ideas may be tested. The rules are rewritten as required each spring to keep them current and to adapt them to the local area in which each contest is held. Suggested changes or comments should be addressed to the Chairman, SSA Rules Subcommittee, P.O. Box 66071, Los Angeles 66, California.

CONTEST RULES AND REGULATIONS

1. ORGANIZATION

1.1 The 25th Annual U. S. National Soaring Competitions will be sponsored and conducted by the Northern California Soaring Association and the Inyo-Mono Soaring Association under the auspices of the Bishop Chamber of Commerce, and sanctioned by The Soaring Society of America, Inc., under authority delegated by the National Aeronautic Association, and in accordance with the Sporting 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 during the contest.

1.3 Date - The period of the contest shall extend from 0900 PDT Tuesday, July 29th, to 1000 PDT, Thursday, August 7th, 1958.

1.4 Entry fee - The entry fee shall be \$25.00 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 shall be no entry fee for pilots.

1.5 The Competitions 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 will not be eligible to compete for the title of National Soaring Champion or perpetual awards. They will, however, 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, as well as be eligible for the Pan-American Soaring Award, if a citizen of a Pan-American nation.

1.6 There will be a Contest Board consisting of the Contest Director as the Chairman, a Meteorologist, an SSA representative, and two non-competing but, if possible, experienced competition pilots chosen by the competitors. The most important function of the Contest Board will be to decide before each daily pilot's meeting the type of task for that day. The Contest Board will enforce Contest Rules. The Contest Board will have the power to disqualify contestants not obeying the Rules and Regulations.

2. ENTRIES

2.1 Pilots - Any person may fly in the contest provided he has:

2.1.1 At least a Private, CAA valid, Glider Pilot Certificate. A foreign pilot must have a certificate of competence from his particular country in lieu of a CAA certificate. If the pilot is too young to hold a CAA Private Glider Pilot Certificate, 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.

2.1.2 Current membership in The Soaring Society of America, Inc., or has a valid FAI Sporting License from his National Aero Club in the case of foreign entrants.

2.1.3. At least the distance leg of Silver C.

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

2.1.5 Each pilot must register in the class in which he intends to participate.