

NATIONALS NOTES

by LLOYD M. LICHER

As announced in the previous issue of SOARING, the Elmira Area Soaring Corporation (EASC) will host the 26th Annual U.S. National Soaring Competitions from July 1-10, 1959. Site will be the famous Harris Hill Gliderport at Elmira, New York, where numerous Nationals have been conducted in the past.

SSA will provide the technical direction of the Nationals for the first time this year. EASC had suggested this in its bid for the contest, in return for which they offered to pay a larger sanction fee. The SSA Directors concurred and decided at their midwinter Board meeting to assume the responsibility. Under the new arrangement, SSA furnishes a "Competition Director" who will head the Contest Board that supervises task setting and enforcement of rules. In addition, SSA hopes to supply other key officials, such as statistician, timers and course observers. Applicants for any of the SSA Officials positions should write to the Chairman of the SSA Contest Board, William S. Ivans, Jr., 2905 Bayside Lane, San Diego 8, Calif.



The Wolf Hirth
LO-150.

Peter Riedel expects
to fly H. W. Jensen's
LO-150 in the U. S.
Nationals.

EASC will have a "Contest Manager," whose responsibility is the business end of the contest, and provide all other ground support and towing facilities.

Rules for the competitions, as determined by the SSA Rules Subcommittee, will be published in the next issue of SOARING. A list of all specific changes to the 1958 rules should be available in time for publication in the next Members' Newsletter (#9). Some of the more significant changes expected are mentioned briefly in the following paragraphs.

Last year's simple 15 Meter Class will be replaced by a modified OST-

IV Standard Class, details of which are given at the end of this article. This class will not be scored separately, nor will any other.

Clubs and teams of two or more pilots will compete against each other for the Douglas trophy this year. There has not been sufficient competition in these categories in recent years to warrant having separate events. For the same reason, it is unlikely that any provision will be made for Feminine, Junior and two-place categories, although they may all compete in the Open Class for the title of National Champion.

EASC is making every effort to obtain from FAA a waiver for the contest that will permit cloud flying off airways. If such a waiver is not obtained, competing sailplanes will not be permitted to carry gyro instruments. This will prevent having an unenforceable rule concerning cloud flying.

Official invitations to compete will be mailed to all sailplane owners in sufficient time for advance registration. It is requested that all pilots intending to compete drop a postcard

to SOARING stating this so that a list of expected competitors could be published in the next issue. A few that have indicated they will be in the fray are Peter Riedel (U. S. citizenship expected by then) in H. W. Jensen's LO-150, Otto Zauner in his new BG-12A and Bob Smith in his 1-23G. There is little doubt that this Nationals will attract a bumper crop of high-performance sailplanes. Competition for first place should be very keen, especially in view of the National Champion's automatic first place position on the U. S. team for the 1960 Internationals. Pilots placing in the top ten this year

will form part of the seeding list for the remaining team positions.

The awards banquet is scheduled for the evening of the last day of the contest, Friday, July 10th. The various perpetual trophies administered by SSA will be awarded at that time as well as special prizes solicited by EASC. The Richard C. duPont Memorial Trophy will go to the National Champion, as determined by the contest; the Larissa Stroukoff Memorial Trophy will go to the contestant in the Nationals who makes the best goal and return flight; the Donald W. Douglas Trophy will go to the club or team which accumulates the highest score in the contest; and the Lewin B. Barringer Memorial Trophy will be awarded to the pilot who made the longest straight line distance soaring flight during 1958 other than at the Nationals. The Warren E. Eaton Memorial Trophy will not be awarded this year. In addition to the above awards, the names of the 1959 additions to the Helms Hall Soaring Hall of Fame will be announced and certificates attesting to the awards will be presented to those honored.

The bunk houses on the Hill will be available, as usual, at very nominal rates for pilots, crews and contest officials. Reservations for space may be made at the time invitations are mailed out and advance registrations made.

Procurement of towplanes is always one of the most important responsibilities of the contest organizers. Eastern clubs and operators who have suitable towplanes are urged to make them available for the contest, with pilots, if possible. Adequate compensation and housing is expected to be available for the use of such equipment and personnel. The sacrifice of not having a club tug available at its home base for the one inclusive weekend of the contest would make a worthwhile contribution to the successful conduct of the Nationals.

The contest sponsor, EASC, expects to make a daily bulletin service available for those who cannot attend in person and would like to receive news on the progress and results of the contest direct from the site. As in the past, subscription fees for this service should be about \$1.00 for first class and \$1.50 for air mail.

The mailing address for all inquiries concerning the contest is EASC, Federation Building, Elmira, New York.