

A SCORING SYSTEM FOR SOARING MEETS

by LCdr. T. E. SHARP, SC, USN

Some months ago it occurred to the author that the present system of scoring championship soaring competitions left much to be desired when used for local soaring meets. Here the experience level of pilots usually varies greatly, from student to Diamond "C" calibre. It seemed that to provide incentive to club members to compete in such contests, a scoring system should be devised that would encourage all pilots to fly to the limit of their ability and also provide a chance for the novice and pilot of moderate ability to win.

A scoring system is presented here which it is believed will accomplish these aims. If conditions during a weekend contest are poor for soaring, the pilot who stays in the air the longest, makes the most flights, flies the highest and farthest will win. If conditions are good the pilot who achieves FAI badges, sets State, National or International records is amply rewarded.

Each pilot may set his own task prior to a flight in accordance with his ability and past achievement and any local ground rules. Completion of a preset task earns bonus points. However, failure to accomplish a task does not prevent the pilot from earning points for time, distance, and altitude. In fact, a pilot can run up his score by flying almost anywhere in a sailplane.

Bonus points are awarded for achieving any of the FAI badges, plus setting State, National, or International records. While the Honor system is contemplated in these contests, where a pilot claims an FAI badge or record, he must provide all the required documentation (barograms, witness statements, etc.) to properly apply for the award in order to earn the bonus points. Otherwise, no detailed or complicated proof procedures are necessary. Pilots may not claim bonus points for badges, or badge legs which they have previously achieved. Thus the "C" badge pilot who flies for his Silver "C" badge is placed on a competitive level with a Gold "C" pilot.

The scoring system is reasonably simple:

1. Each flight 25 points
2. Each minute of flight (take-off to landing) 1 point
3. Each ten feet of the maximum altitude ASL attained each contest day 1 point
4. Each mile of cross-country flight 10 points

Bonus points are added to the above scores as follows:

1. Each continuous hour in the air 40 points
2. Completion of each self-assigned task 1000 points
3. C Badge 5000 points
4. Silver C Badge leg 2000 points
5. Gold C Badge leg 3000 points
6. Diamond C Badge leg 4000 points
7. State Record 2000 points
8. National Record 5000 points
9. International Record 10,000 points

Here is how the system works:

Pilot "A" assigns himself the task of completing his Silver C badge by seeking his distance leg. He arranges for the necessary witnesses, barograph, etc., and takes off. He flies for five hours twenty minutes, landing 45 miles from the starting point. His maximum altitude reached during the flight was 8960. His score is computed as follows:

1. Flight 25
2. Time 5 hr. 20 min. 320
3. Altitude 8960/10 896
4. Cross-Country Dist. 45x10 450
5. Time bonus 5 full hrs. @ 40 200
6. Task completion 1 task 1000
7. Silver C legs 2 @ 2000 4000

Total Points Earned 6891

Pilot "B" a Gold C pilot, assigns himself the task of a Diamond Goal flight and State Distance record. He declares Toonerville Airport 200 miles away as his goal to witnesses, loads his barograph, and takes off. Six hours and thirty three minutes later he lands fifty miles short of the goal. Maximum altitude achieved was 10560 feet ASL. He has surpassed the previous State Distance Record. His score is computed as follows:

1. Flight 25
2. Time 393
3. Altitude 10560/10 1056

4. Distance 150 x 10 1500
5. Time bonus 6 hrs. x 40 240
6. Task completed State Record 1000
7. State Record achieved 2000

Total Points Earned 6214

This system was tried at the Southern California Soaring Association's Soaring Meet held July 4-6, 1958 at El Mirage, Calif. Twenty pilots flying eighteen ships set six State Records and claimed ten FAI Badge legs, while flying 1280 miles during 87 hours of sailplane soaring. Pilots entering this contest ranged from novices (sub-C Badge) to Gold C. It was won by a pilot who earned his C Badge, two legs of the Silver C Badge, and set two State records. The Gold C pilot finished fourth after setting one State record.

LOST MEMBERS

The following members and recipients of SOARING have had SSA mail to them returned for one reason or other, generally "moved, left no forwarding address." They all have Newsletters and/or magazines coming to them, so it is desired to locate them if at all possible. Anyone knowing of the present whereabouts of any of them are urged to notify SSA. The address listed for each is the last one known.

Al Boudouris, 109 Michigan St., Toledo, Ohio.

Ora J. Blaw, 1806 Laurette Lane, Belleville, Ill.

Everett E. Davis, 10434 E. Marginal Way, Seattle 88, Wash.

Richard A. Eastin, 803 W. 8th, Corona, Calif.

Maj. William P. Elliott, 3902 Wren Lane, Orlando, Fla.

Robert L. Fisher, Stu Off. Co. F-19, Ft. Rucker, Ala.

Kenneth Hendricks, 816 Union St. (or Box 311), Allentown, Pa.

William E. Jarnigan, 1407½ E. 15th St., Tulsa, Okla.

Noel G. Peterson, 47-K E. Magnolia Blvd., Burbank, Calif.

Leopold Schoenauer, YMCA, 651 State St., Bridgeport, Conn.

P. M. Smith, 469 Stanstead Cres., Town of Mt. Royal, Montreal 16, Que., Canada.

Paul Tingskou, 6716 110th St., Edmonton, Alberta, Canada.

Capt. R. von Kleist, A0-2076280, 3560 P.T. Gp. Box 14, Webb AFB, Texas.

James A. Weeden, 1117 E. Fairview Blvd., Inglewood, Calif.

Paul R. Wands, 3901 Oakland, Kansas City, Kansas.