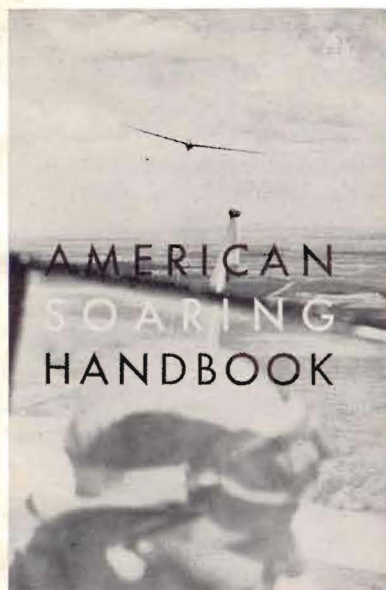


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CHANGES IN RULES FOR NATIONALS

by PAUL F. BIKLE, *Chairman, SSA Rules Subcommittee*

For the first time in five years the basic philosophy of the rules for the National Soaring Championships has been modified to some extent. The 1960 rules are still 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. However, the Rules for the 27th Annual U.S. National Soaring Championships which are published on page 9 of this magazine have been changed from the 1959 rules in two major respects.

First, although still a predominately closed course task type contest, the number of speed tasks has been reduced with the introduction of distance tasks which are to be flown over a fixed course of two or more legs. The intention is to obtain a better balance between speed flying and distance flying without increasing the requirement for long retrieves. One or two free distance days will also be scheduled as in past contests.

Second, the increased participation of experienced contest pilots and high-performance sailplanes in recent contests and the forecast of a greater number of entrants than can be properly handled with the available launching facilities has led the SSA to adopt more stringent entrance requirements and to eliminate special classes and other provisions adopted in previous years to attract a large number of entries. The contest will be conducted solely to determine a National Soaring Champion. A pilot must have a Silver C plus the distance leg of his Gold C to qualify for entry. Any type of sailplane may be used but there will be no standard class, no teams and no club entries.

Some thought was given to reducing the emphasis on speed in the scoring of the speed tasks but, in view of the increased emphasis on distance flying, it was decided to continue the same speed scoring system as was used successfully in 1959.

Task distance will be measured in a different manner than in the past several years. Distance will be measured along the course line with an off-course penalty applied by subtracting the distance from the land-

ing point to the course from the distance along the course.

Gyro instruments will not be permitted this year. It is the pilots' responsibility to stay away from conditions that might require instrument flight. There is no provision for carrying gyro instruments with a sealed mask.

The take-off time selection procedure has been modified to provide that, after the first three contest days, pilots whose scores are less than 25% of the best total score, will be dropped to the end of the selection list and will choose take-off times in the order of their contest standing.

GOING TO ODESSA? NOTE!

The following information is requested of all persons who are planning to attend the 27th Annual U.S. National Soaring Championships in Odessa, Texas, August 2nd through August 11th, in order that the necessary facilities may be planned:

Name:

Address:

Your function at Contest (contesting pilot, crew, official, spectator, etc.):

If a contestant, name or type of sailplane:

If a crew member, give pilot's name:

Please send this information as soon as possible (a post card will do) to the Contest Director:

Beaumont Cooley
Box 1660
Midland, Texas

1960 TORREY PINES MEET

(Concluded From Page 5)

award of \$25.00 was sponsored by Stan Hall, designer of the Cherokee II, and was won by Ray Proenneke with 113.4 points.

Again, as in past years, we of the Associated Glider Clubs of Southern California wish to thank all of the sailplane pilots and their crews for their fine sportsmanship, friendship and pilot proficiency as demonstrated in the fine contest this year. May you all prosper during the coming year and, God willing, may we all meet again in 1961 for the 15th Annual Pacific Coast Midwinter Soaring Championships at Torrey Pines.