

# RULES FOR THE 27th ANNUAL U.S. NATIONAL SOARING CHAMPIONSHIPS

Ector County Airport — Odessa, Texas  
August 2 - 11, 1960

## FOREWORD

These rules, adopted by the Soaring Society of America to govern the competition for the National Soaring Championships, 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 Committee. Approximately equal emphasis is given to speed tasks and distance tasks.

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 Gliding Championships.

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.

## 1. ORGANIZATION

1.1 The 27th Annual U.S. National Soaring Championships will be sponsored and conducted by the Odessa Chamber of Commerce at Ector County Airport, Odessa, Texas, 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). Technical aspects of the competition pertaining to the rules, task selection, timing and scoring will be under the direction of the Soaring Society of America.

1.2 These rules will remain in force throughout the period of competition and will not be changed for any reason.

1.3 The competition 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 any other prizes they may earn by virtue of their placing.

1.4 Date - The period of the contest will be from 0900 CST Tuesday, August 2 to 1800 CST Thursday, August 11, 1960. A rules briefing will be held the evening before the contest opens.

1.5 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 will be no entry fee for pilots.

1.6 Contest Committee - A Contest Committee will be appointed before the start of the Competition. A primary duty of this Committee is to properly select the daily task. The Committee will also be responsible for any interpretation of the rules which may be required for clarification and for the correction of any errors or omissions which may become apparent during the Competition. The Committee will also monitor the Competition to insure that the rules are complied with and that good sportsmanship prevails. The Committee is responsible for the determination of appropriate penalties, including disqualification, for contestants who do not abide by these precepts.

The Chairman of the Committee will be the Competition Director appointed by the Soaring Society of America. The Assistant Chairman will be the contest manager selected by the Odessa Chamber of Commerce. Up to three other members

will be appointed by the Chairman from noncompeting but, if possible, experienced competition pilots who also have a thorough understanding of these rules and of the FAI rules governing awards and records. The Meteorologist will not normally be a member but will advise the Committee on the meteorological aspects of each day's task selection.

## 2. ENTRIES

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

2.1.1 A valid FAA certificate showing that the pilot is qualified to exercise the privileges of a Private Glider Pilot or a Commercial Glider Pilot.

2.1.2 Current full membership or student 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 An FAI Silver C soaring badge and a Gold C distance leg.

2.1.4 Satisfied the Contest Manager that he is in current flying practice and can produce a properly authenticated logbook as evidence. A flight check in a two-place sailplane may be required if deemed necessary by the Contest Manager.

2.1.5 Registered with the contest officials, paid the required entry fee and declared the sailplane to be flown. A pilot may register to fly only one sailplane and each sailplane may be flown by only one pilot.

### 2.2 Sailplanes and equipment:

2.2.1 No sailplane will be accepted in the contest unless it possesses a valid FAA Certificate of Airworthiness, has had the recent inspection required by the FAA, and there is no restriction that would prevent its legal operation in the locale of the contest. In addition, a committee appointed by the Contest Manager shall have the power to reject any sailplane it considers unsuited for competition. A fully qualified FAA Inspector will be a member of this committee, if possible. However, the FAA representative present at the contest will not be expected to waive geographical and other operational limitations and restrictions on experimental aircraft. Clarification of operational restrictions is the responsibility of the person entering the sailplane in the contest, prior to the start of the contest.

2.2.2 There is no special class for two-place sailplanes. Two-place sailplanes may be entered in the contest and may be flown either two-place