

or single-place on any contest day. The registered pilot must fly in the front seat if the sailplane is flown two-place and all points earned will be scored in the name of the registered pilot only.

2.2.3 The exchange of a sailplane after the start of the competition will not be permitted unless the sailplane was damaged by accident through no fault of the pilot or his crew. Approval of the Competition Director is required in each case where a pilot wishes to exchange a sailplane.

2.2.4 A currently packed and certificated parachute will be worn by every occupant on each sailplane flight. Shoulder harness is required. This requirement may be waived for noncontest sailplane operations that may take place during the competition.

2.2.5 Installation of radios in sailplanes and automobiles must be properly authorized by the Federal Communications Commission. Radio transmissions are to be limited to position information by both parties and to instructions from the pilot to the ground crew.

2.2.6 Barographs - Barographs are not considered essential equipment for contest flying, but are necessary for records and for FAI awards. Facilities will be available for smoking, sealing and checking barographs for those who wish to use them.

2.2.7 Cameras - If entrant plans to use a camera for turn point identification for FAI awards or records, cameras must be equipped with provisions for sealing. FAI pre-flight, post flight, and turn point identification camera procedures are the pilots' responsibility.

2.2.8 Contest numbers - Each sailplane, barograph and pilot shall use the last three digits of the sailplane registration number as the contest number unless provisions for large identification numbers are made by the Competition Director. In this case numbers will be assigned in the order in which entries are processed and it will be the organizer's responsibility to provide stencils, paint which can be removed without marring the finish, and labor and facilities to paint the assigned numbers on the bottom of the wing and both sides of the vertical tail.

2.2.9 Emergency Equipment - A simple first aid kit, canteen, knife, mirror and adequate tie-down provisions are recommended but are not mandatory.

2.2.10 Gyro instruments may not

be installed or carried in the sailplane at any time during the contest. It will be the pilots' responsibility to avoid any situation which could require instrument flight.

3. CONTEST AWARDS

3.1 The Richard C. duPont Memorial Trophy will be awarded to the U.S. National Soaring Champion, the U.S. citizen earning the highest final score in the contest. Trophies will also be awarded for second and third highest scores on the same basis.

3.2 Awards may also be made for best contest performances on each contest day. Awards will not be made for other than the first five places in the daily contests or for the first ten places in the final standings. The Stroukoff award, the Bendix award, if any, and other awards of this nature may be used as awards for the best performances in designated daily contests. There will be no special goal prizes or other special prizes of this type.

3.3 The contest organizers may provide awards to the highest scoring pilot flying an OSTIV Standard Class sailplane, a 1-26 sailplane or any other classes that may be flying in reasonable numbers.

3.4 All awards in hand or in escrow must be posted not less than 36 hours prior to the start of the competition for them. Awards will not be posted unless they are in hand or in escrow.

4. TASKS

4.1 There will be ten days during which contest flying *may* take place. The daily task will be selected by the Contest Committee. Task selection will be based on weather conditions; however, an effort will be made to divide the contest days fairly evenly between speed tasks and distance tasks. The final contest day, Thursday, August 11th, is the day of the awards ceremony and will be used for a closed course speed task if the weather is good enough for a contest day and if the preceding day was not a Free Distance day in which a flight of more than 200 miles was achieved. Also there must be at least one, but not more than two, free distance task contest days. A rest day must follow each free distance task in which a flight of 200 miles or more has been achieved. There must be at least two, but not more than four, speed task contest days. All speed tasks will be triangular course or goal and return races except when the weather indi-

cates that a goal race is the most logical task.

4.1.1 Speed Task - A race over a triangular course, goal and return course or a straight course to a goal. The course selected will be one of moderate difficulty in terms of the weather forecast for the day so that approximately one half of the contestants may reasonably be expected to complete the course. Those who complete the course will be scored on speed. Those who do not complete the course will be scored on distance.

4.1.2 Free Distance Task - The object of this task is to fly as far as possible from the starting point. Distance will be measured from the starting point in a straight line to the point of landing. This distance may be in any direction.

4.1.3 Distance Along a Fixed Course - The contest committee will select a triangular course or a goal and return course of sufficient length so that few if any of the contestants might be expected to return to the starting point. For those who reach the final leg the course will continue as an extension of the final leg of the course through the starting point. The object of this task is to fly the greatest possible distance along the fixed course. Proper task selection will permit a distance flying event involving relatively short retrieves. If suitable weather exists tasks may be selected which will permit the contestants to complete Diamond C Distance.

5. FLYING

5.1 FAA regulations and flight rules must be observed at all times.

5.2 Instrument flight is prohibited.

5.3 A contest day is a day on which every sailplane has been given one chance to fly and on which five competitors fly minimum distances of 50 miles each. Distances on speed task days are task distances measured as defined under task day scoring. Every sailplane will have been deemed to have had one chance to fly after the starting line has been open long enough for all contestants to have been launched by the available tow facilities.

5.4 Contest Flights - Only the best flight by a pilot on a contest day shall count toward the final score.

5.5 A minimum of four contest days will be required to constitute a championship meeting.

5.6 Final score - Each contest day will be counted and each pilot's score