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ELIGIBILITY REQUIREMENTS FOR NATIONALS STIFFENED

At their recent meeting in Kansas City the SSA Directors voted to raise the FAI soaring award achievement requirement for entry in the Nationals from "An FAI Silver C soaring badge or better or has placed first, second or third in a sanctioned regional contest since January 1, 1959." to "An FAI Silver C soaring badge and the Gold C distance leg. or better." This action was taken to ensure that the number of entrants is kept at a manageable level and they all participate as serious contenders for the Championship.

Other decisions made by the Directors with regard to the Nationals were: installation and use of gyro instruments in competing sailplanes will be prohibited (none may be carried for emergency use, not even if covered with sealed masks; it will be the pilots' responsibility to stay out of possible trouble regarding non-VFR flight); only one Championship will be awarded and it will be in the open class (the contest sponsors may provide awards for best performances in other "classes" but

they will not be named champions); each competing sailplane may be entered and flown by one pilot only (this deletes the club/team class; however, two-place sailplanes may be flown with passengers); and the official name of the contest was altered to read "27th Annual U.S. National Soaring Championships."

Although the above actions tend to remove the Nationals from the immediate reach of the majority of soaring enthusiasts it was felt that this was a logical development of increased soaring activity. Considerable discussion was held on what might be done to provide a competitive atmosphere for those so inclined who are not eligible to enter the Nationals. The Directors did go on record as favoring the expansion and promotion of one-design competitions in the U. S. Also, investigations will be conducted to examine the feasibility of starting a series of annual camps or "junior" competitions which may or may not be run concurrently with the Nationals at the same or a different site. Anyone having ideas or suggestions on this subject should forward them to William S. Ivans, Jr., Chairman of the

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SSA TO RECOMMEND INSTRUCTION BY FLIGHT INSTRUCTORS ONLY

SSA will soon recommend to FAA that the second sentence of Paragraph 43.61 of the Civil Air Regulations be rescinded as soon as practical after January 1, 1961. It reads "A commercial glider pilot may give flight instruction in gliders." The decision to take such action was made by the SSA Directors at their recent Board meeting in Kansas City.

The Directors felt that the best interests of American soaring would be served if only persons with knowledge of instructional problems and techniques had authority to sign for student pilot instruction and authorize solo flight. Although expected to work somewhat of a hardship on groups with few or no rated glider flight instructors, the period of ten or more months before such a change becomes law should allow most commercial glider pilots who are now instructing to obtain their glider flight instructor certificates.

SOARING