

CHANGES IN RULES FOR THE 1961 NATIONALS

by STERLING V. STARR, *Chairman, SSA Rules Committee*

In past years it has been the policy of the SSA to publish in *Soaring* the complete set of rules for a forthcoming national contest. However, in consideration of the relatively few SSA members who have actual need for such a publication, this year only a summary of the changes from last year's rules (as printed in the April, 1960, *Soaring*) is being published in the magazine. A complete set of the rules for the 28th Annual U.S. National Soaring Championships is available from SSA, Box 66071, Los Angeles 66, California.

The 1961 rules hold to the same basic concept as those used in 1960 at Odessa. However, several additions and changes have been incorporated. It is felt that these rules have been proven to be sound, and that the greatest gains in contest execution can be accomplished in areas such as task setting, operations and turn point identification procedures. Such activities are greatly a function of the contest sponsors and Contest Committee, but can be considerably affected by the rules.

The entry requirement of an FAI Silver C with a Gold C distance leg has been retained. To further encourage only serious competitors, no entries will be accepted after closing of the take-off line on the first contest day. Also, pilots who choose to abandon assigned tasks to attempt flights of their own choosing will be disqualified from further competition in the contest. The rule forcing low scorers to the end of the line for choosing take-off time has been eliminated.

Contest numbers assigned by the SSA Contest Board to competing sailplanes will be required. For those having a firm intention of entering the contest, permanent contest numbers and specifications for display can be obtained from William S. Ivans, Jr., Chairman of the SSA Contest Board, 2905 Bayside Lane, San Diego 8, California. Numbers assigned to sailplanes for the 1960 and subsequent National contests are considered permanent.

As in 1960, gyro instruments may not be carried in competing sail-

planes, and instrument flight is prohibited.

To further promote safety and to relieve task setters of considerations detracting from the competition, participation by contestants in an airshow or demonstration of any kind during the competition is prohibited.

In order to shorten the first day's pilot meeting, a briefing will be held the evening before the contest opens to summarize the rules, field operations procedures, etc. All competing pilots should plan to attend. Any pilots not attending must obtain this briefing from the Competition Director or his authorized representative prior to competing.

The same emphasis on speed has been kept by permitting the same maximum number of speed tasks, and by keeping the speed scoring system the same as in 1960.

A new task has been added, that of distance along a fixed course

with a final leg option in direction. This task consists of a goal and return or triangle, with a free distance leg after return to the starting point. This task was added because at Wichita no flights to the east of the center of the airport will be permitted in that vicinity. Hence the task used in 1960 of an out and back with extension of the final leg could be used only if the turn point were directly north or south of the field. Another reason for this task is that it gives pilots an opportunity to make use of their judgement as to best direction while keeping retrieves relatively short.

The many good suggestions provided by pilots commenting on last year's rules are being incorporated by the SSA Contest Board into a package of suggestions for organizers and the Contest Committee, where they were not directly applicable to the rules.

DERRY PARACHUTE SERVICE

534 W. ARBOR VITAE
INGLEWOOD, CALIF.
ORchard 7-6810



A recent photo of Dick Johnson's "Adastra" taken between test flights with a new empennage. Horizontal area is 25.1 sq. ft. (original tee tail had 13.9 sq. ft.) giving substantial improvement in longitudinal stability. Vertical planform is the same except hinge line was moved from .75 c to .50 c. A weight saving of 20 lb. allowed removal of the 58 lb. of lead in the nose. Wings are now undergoing a change in airfoil and area.

Skycrafters VHF SUPERPHONE

Highest Quality 2-Way Radio in the Low Price Range!

Look under the chassis and see for yourself that SKYCRAFTERS new VHF Superphone is the finest two-way VHF radio in the low price range! Prefabricated harness — no random wiring. Ceramic coil forms and trimmers plus gold plated connectors for dependable performance. Crystal-clear reception — long range transmission — trouble free use.

For *FREE* literature write to

SKYCRAFTERS INC. 1365 Gladys Ave. Long Beach 4, Calif.

