

Changes in the List of Records for Soaring

It was generally agreed that the number of records ought to be kept essentially constant, in order to avoid degrading the significance of records by the endless proliferation of categories which has characterized a number of other sports. Therefore, when a new record is introduced, in principle an existing record category must be retired.

A 500 km triangle speed record was added to existing categories. The 200 km. triangle speed record category will be retired as of 1 January 1963; records as of that date will continue to be published by FAI for 3 more years. Thus, three speed triangles will be in effect from 1963 onwards: 100, 300, and 500 km.

A proposal for a record involving longest total mileage in consecutive daily flight (with 300 km. minimum distance) was not adopted. This may be brought forward at a later date, after more experience has been gained by interested countries.

A proposal for creating Standard class records to parallel existing Open record categories was withdrawn after discussion revealed a strong negative sentiment within the committee.

Changes in Sporting Code (Sec. 3) and in the Rules for Obtaining Gliding Badges

Flying over a goal without landing (not now permitted) was discussed, but action was deferred pending specific recommendations for control, to be drawn up by W. Germany and Poland and submitted at the next committee meeting.

A proposal was made to relax the present 28% minimum triangle leg requirement to a new minimum of 26%, thereby permitting a greater number of triangles to be established in a given region. This was defeated.

No badges of higher class than the present Gold Badge with Diamonds will be considered until a good many more full Diamonds, perhaps 1000 total, are registered. Consideration is to be given to adding a ruby to the present badge, for holding a world record or a world championship.

As of 1 January 1964, the distance requirement for the Silver Badge will be 100 km. (62.14 mi.) instead of the present 50 km. At the next forthcoming CVSM meeting, proposals are to be received relative to allowing the new distance to be made by triangles, broken courses or out-and-return in addition to straight flight.

HOLIDAY 1-26 REGATTA

Sanctioned by The Soaring Society of America, Inc.

by WILLIAM A. CREANY

Holiday Soaring School at Tehachapi, Calif., held its 2nd Annual 1-26 Regatta on the week end of June 30th and July 1st. A total of nine 1-26's and 15 pilots competed. Two Cherokee II owners also participated and conducted themselves as the perfect guests by not pushing the 1-26's too hard. In order that the pilots could devote a maximum amount of time to flying rather than retrieving, the tasks for both days were confined to the Tehachapi Valley and consisted of closed course races. Conditions were good both days with most pilots attaining altitudes of over 8000 feet.

Saturday's task was a triangle, out to the Men's Prison in Cummings Valley, then to the radar tower overlooking Mojave, and back to the Tehachapi Airport. The first turn point was relatively easy in the morning. The second point was effectively guarded by a large area of 1000 fpm sink over the dry lake. Four pilots were soon down flipping coins in the lake bottom waiting for a tow out. Arriving with the towplane was 14-year-old Dave Nees to take over the family 1-26 from his father.

Taking the first tow out Dave returned to the airport, passed the first turn point and was gleefully rounding the second point before the third 1-26 was towed out thus becoming the first pilot to complete the task.

Conditions improved rapidly, however, and eight pilots finally finished the task. At the end of Saturday's flying, Harold Huber was in the lead,

a scant 100 points ahead of Dave Nees, largely because of a superb spot landing (one inch from the pin).

The highlight of the meet was a delicious barbecue provided for pilots, crews and families Saturday night by Fred Harris outside the new pilots' lounge.

Soaring was still good at 7:00 P.M. as evidenced by two of the line boys, Don Pedigo and Skip Burr (who would rather fly than eat), circling happily 3000 feet above the diners in the evening lift.

Congestion was held to a minimum through use of the new dirt landing strip for the sailplanes in conjunction with the regular 4000-foot paved strip for take-offs.

Sunday's task was a "simple" goal and return flight out to the far end of Cummings Valley and return. Only three pilots were able to complete the course and the event ultimately told the tale in the final results.

Competition was keen throughout the meet as witness the final scores:

1. Don Fisher 2165
2. Ed Musselman 2100
3. Jack Nees 2027
4. Dave Nees 1975
5. Harold Huber 1954

This is the second time in two years that one of the invaders from the north has walked off with the groceries.

Rumor has it that Fred Harris is training a real goon squad to send north for Les Arnold's next regatta.

The family portrait of eight 1-26's at the Holiday Regatta, Tehachapi, Calif. In the back row are the school's two tugs and two 2-22C's and two visiting Cherokee II's. Operations building and shop is in background.

