

REGIONAL SOARING COMPETITIONS

At their August 2, 1962, Board meeting, the SSA directors voted to inaugurate a system of Regional Soaring Competitions. All such competitions are to be sanctioned by SSA and will be organized and conducted according to the guidelines which follow:

1. Purposes of Regional Competitions:

1a. To encourage competition flying and competition sponsorship under uniform rules, closely following those of National Competition.

1b. To develop sites and organizational experience for possible National Competition.

1c. To provide a uniform rules and scoring context which may be used to establish criteria for pilot entry into future National Competition.

2. Regions are defined as current SSA Regions.

3. Only 1 Regional Competition may be held in each region each year. (Note: adjacent regions may combine their competitions.)

4. Location of Regional Competition shall be determined by competitive bids to the Regional Director(s) concerned. The Regional Director(s) shall then recommend to the SSA Contest Board which bid to accept and the SSA Contest Board will make the final determination.

5. Competition shall be of at least 5 days scheduled duration, with a minimum of 3 contest days required to constitute a competition. Successive weekends may be used. Competitions of 4 days duration may be considered for 1963 only.

6. Rules will be provided by SSA. In general, rules will closely follow U.S. National practices, with special allowances for minimum contest day and entry qualifications.

7. Regional competition bids will be solicited as soon as the location of the Nationals has been determined. Solicitation of bids will be the responsibility of the Regional Directors; SSA will provide rules, forms and general instructions. The dates of the competition shall be at the option of the sponsors; however, communication between adjacent Regional Directors is encouraged in order to assure a maximum

field of entry. The Regional Competition shall carry precedence over all other SSA-sanctioned competitions in the region with respect to selection of dates. Sites and dates

will be selected by April 15th.

8. Competition Directors shall be appointed by the SSA Regional Director(s) concerned, with approval of the SSA Contest Board.

30TH ANNUAL U.S. NATIONAL SOARING CHAMPIONSHIPS

Harris Hill — Elmira, New York — July 2-12, 1963

NOTICE TO ALL INTERESTED PILOTS

ENTRY DEADLINE — MAY 2, 1962

In view of the great interest shown in this event, it is possible that entries may have to be limited. In order to provide for this possibility, the SSA Directors passed the following resolution at the recent Mid-winter Directors' Meeting:

Deadline for application to enter the National Championships will be sixty days prior to start of the contest. If it is necessary to restrict the number of entrants because of available facilities, applicants with Diamond goal or Diamond distance awards who apply before the deadline will be assured of acceptance. Gold Badge distance award holders will then be accepted in sequence of application postmark. All entries will be made on official blanks requested from the sponsor and accompanied by one-half of the entry fee, which will not be returned if the entry is accepted. After the deadline, applications from all those having at least the Gold Badge distance award will be accepted in order of their application postmark until the maximum number of permissible entrants is obtained.

Be sure of competing. Send in your request for an application to the Elmira Area Soaring Corporation, 224 William St., Elmira, N.Y.

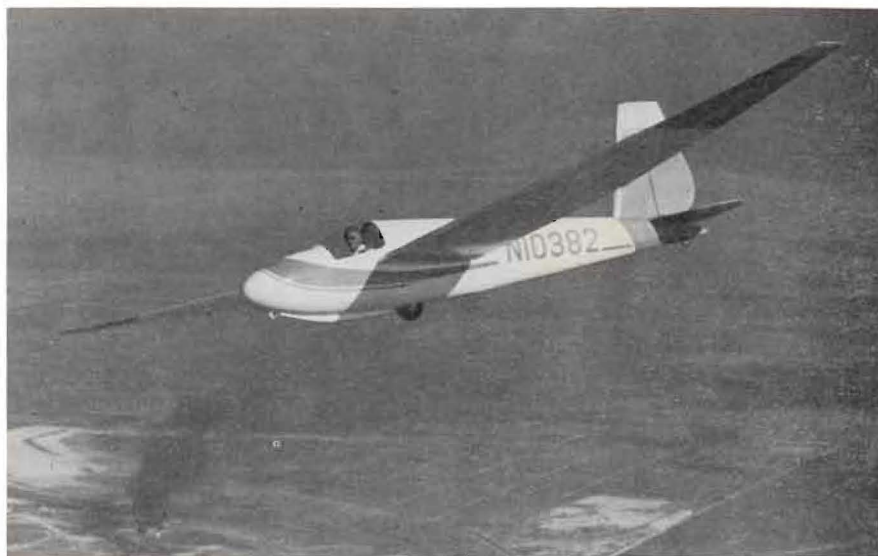


Photo by Dita Aldott

Sandor A. "Alex" Aldott, Soaring's foremost photographer these days, poses for one himself in the Schweizer 1-23H sailplane operated by the West Texas Soaring School at Odessa. Below can be seen the famous carbon black plant west of town with its prominent black smoke which serves to indicate wind direction, when the morning inversion breaks and where thermals are downwind of it, as well as being a source of lift itself. The 1-23 series of high-performance, all-metal sailplanes has been in production since 1952.