

quired. If the witness signature has been submitted to the SSA for FAI badge recognition the requirement will be waived by the 1-26 Association.

2. Distance to a predeclared goal: the applicant should provide his own best estimate of the distance covered, which must at least exceed 50 kilometers. Release and landing points must be described and release and terrain altitudes must be provided to the scorer, along with one landing witness signature, and along with the goal declaration prepared and signed by one witness before inception of the flight. Again, if any of this information has been submitted to the SSA for an FAI badge, the requirement will be waived by the 1-26 Association.

3. Distance over a closed course: the applicant should submit his own best estimate of the distance covered, which must at least exceed 50 kilometers. The number of legs is immaterial, and turn point photographs or witness statements are not required. A description of the point of departure and return and *all* turn points must be provided to the scorer. To prevent pilots from slope soaring or wave soaring 5 miles out and back over and over again for closed course recognition a minimum distance of 50 kilometers must be covered before declaring the starting point as a turn point.

4. Altitude gained: the altitude gained is defined as the difference between the highest and lowest points after release. Release altitude may be used as the minimum. The applicant should submit his own estimate of the altitude gained, either from his interpretation of his barogram or from his altimeter readings. He must submit the altimeter maximum and minimum readings to the scorer.

5. Speed over a closed course: the applicant should submit his own estimate of the distance (which must exceed fifty kilometers), elapsed time and average speed. A description of the point of departure and return and *all* turn points must be submitted to the scorer, along with the times of departure and return.

6. Total cross-country miles accumulated: each time a flight exceeding 50 kilometers is submitted it will automatically be included

in this category. If a cross-country attempt aborts after 31.1 miles, it is still worth points in this category as well as in category no. 1, and hence contributes to the overall total of the pilot competing for national championship honors.

IV. SCORING, AWARDS AND FLIGHT SUBMISSION

1,000 points will be awarded to the top performer in each event and lesser performances will be scaled in the ratio of the performance to the top performance. Total points of each pilot competing will be added to determine the overall championship standings. Standings will be calculated for the first quarter and recalculated for each subsequent quarter. Standings will be final after completion of the fourth quarter.

The point year will be the calendar year. The quarterly results will be calculated for all flight descriptions *received by the scorer* (date of postmark won't count) by March 31, June 30, September 30 and December 31, respectively. Running standings in each category and in overall performance will be published quarterly and thus appear in the May, August and November issues of *Soaring*. The final results will be published in the following February issue. (The reader should be reminded that the apparent delay in publishing results actually only allows the scorer 13 days from the end of the quarter or year to complete his calculations, since the magazine schedule requires going to press in the month prior to the issue's date.)

There is no limit to the number of flights that a pilot can submit, so that he is able to improve on his score in any category as the year progresses. *All* performances will contribute to category number 6, so that while submitting gradually better performances in one particular category a pilot can be adding significantly to his total in category number 6, and hence to his overall championship total.

It is clear that rental pilots or club pilots who are able to fly fairly regularly are at little to no disadvantage in categories 3, 4 and 5, and at little disadvantage in 6. Categories 1 and 2 are admittedly difficult for the renter, but not necessarily for the club member. Nevertheless, a consistent performance by a rental pilot in his most

accessible categories could easily win for him a high place in overall totals, if not the national championship!

Permanent plaques will be suitably engraved and awarded to the first 3 to 5 finishers in each category and to the top 5 to 10 places in overall performance. The 1-26 Class Association is also soliciting perpetual trophies for category champions and for the national champion. Perpetual trophies will be retired and awarded permanently three times (not necessarily consecutively). New trophies will replace the retired ones, and names of past winners will be engraved on the new trophies as well for a permanent record.

Although I am a regional officer (vice-president for the western states) of the 1-26 Association, my appointment as official scorer should *not* imply a regional character to the national championship. This is a *national* event for all pilots and club members. Individual flights are thus to be submitted, along with the 25-cent fee, to:

Dr. Donald W. Aitken, Jr.
20100 Skyline Blvd.
Woodside, California

A submitted flight will automatically be entered in *every* event for which it is eligible (which implies that even on routine cross-country flights the maximum altitude difference should be given), *provided* that the required information is included. Flights with insufficient information will not be entered.

This should be a very rewarding and interesting event. By the end of the year the exciting cause of one-design soaring should be well established.

Wave Flights

Recent noteworthy wave soaring flights that have come to the attention of the editor. All altitudes above sea level.

Jan. 2; Burton Meyer, Colorado Springs, Colo.; 1-26; airport, 6575'; release, 14,700'; low, 14,450'; high, 32,450'; gain, 18,000'; to claim Dia. and Gold alt.

Jan. 9; John Ferneding, Tehachapi, Calif.; 1-26; airport, 4000'; release, 9500'; low, 5000'; high 24,200'; gain, 19,200'; 1:45 hr.; to claim Dia. alt.

Jan. 17; John Brittingham, Colorado Springs, Colo.; 1-26; airport, 6575'; release, 13,100'; high, 32,300'; gain, 19,200'; 1:55 hr.; to claim Dia. alt.

Jan. 17; Dale May, Colorado Springs, Colo.; 1-26; airport, 7200'; release, 11,000'; high, 29,500'; gain, 18,500'; 1:39 hr.; to claim Dia. alt. and completion of Diamond badge.