

**SPONSOR GUIDELINES FOR CONDUCTING
THE 1-26 CHAMPIONSHIPS**
Updated January 26, 2014

1.0 INTRODUCTION

The 1-26 Championships are intended to promote the continued popularity of the 1-26 and the 1-26 Association by conducting a fun and competitive contest while encouraging novice pilots to participate. These guidelines are provided to candidate sponsors of the 1-26 Championships to aid in the preparation of a proposal for fun, safe and competitive contests, while maintaining the spirit and tradition of the 1-26 Association. The Contest Manager (CM) should review the Guidelines prior to submitting a proposal, and the Competition Director (CD) should review the Guidelines during the preparation for the contest. While we deem the following criteria important, sponsors should feel free to consult with 1-26 Association Executive Board and Rules Committee to negotiate exceptions.

2.0 CONTEST SITE SELECTION

Selection of the sponsor and site is made by the 1-26 Association Executive Board. The selection will be based upon the probability of favorable soaring weather, as well as the prospect of a well-managed contest, with equal emphasis on conducting a fun, sociable and competitive event. While the 1-26 Association's policy attempts to alternate the location of the 1-26 Championships between Eastern, Central and Western sites, exceptions are made on the basis of the criteria above.

3.0 SPONSOR PROPOSAL

Candidate sponsors should submit proposals in writing to the 1-26 Association President one year prior to the proposed contest date in order to allow the selection to be announced at the prior 1-26 Championships contest. The sponsor should include in the proposal, the proposed contest dates, the anticipated entry fee, a site description, the number of available tow planes, estimated cost of tows and assessment of potential soaring conditions during the contest dates, and should include a description of social events to be held.

The proposal should provide for a sufficient number of tow planes to ensure that all contest pilots can be launched within one hour. If the entry fee does not include tows, the proposal should include the estimated cost per tow and price per gallon of aviation fuel on which it is predicated. A subsequent change in the cost of tows due to the volatility of fuel costs must be approved by the 1-26 Executive Board.

The sponsor should actively encourage participation of non-contestant 1-26 pilots in a parallel 1-26 Badge and Record Camp. Fees for their participation should include only those actual event costs, such as tow fees, dinners, etc., and should not include the usual 1-26 Championship registration fees.

4.0 CONTEST PREPARATION

The sponsor will appoint a Contest Manager who will be responsible for planning, organizing and conducting daily operations, and a Competition Director who must be approved by the 1-26 Association Executive Board.

The contest should consist of eight contest days, beginning on a Wednesday, with two practice days prior to the first contest day. The entry fee should include eight (8) aero tows and cover all other Championship operation expenditures. The event should include one or more social events during the contest which may be billed separately. An awards brunch should be provided on the morning following the last day of competition. Participants of the brunch may be billed separately

5.0 PRE-CONTEST RESPONSIBILITIES

At the earliest opportunity, the Contest Manager will obtain a contest sanction from the Soaring Society of America and place an announcement of the date and site of the contest in Soaring Magazine, in the 1-26 Association website, and in the 1-26 Association Newsletter.

The Contest Manager should actively encourage pilots to register early, and may consider a discount incentive for those who register early. The CM should encourage local 1-26 Association members to write articles for the 1-26 Association Newsletter and Soaring Magazine in the months prior to the contest. He should communicate with the 1-26 Association Newsletter Editor early who will solicit articles for the Newsletters related to soaring conditions at the site. Articles should encourage new 1-26 pilots to participate either as contestants or participants in the Badge and Record Camp.

The Contest Manager should review and faithfully implement the current 1-26 Association Championship rules as posted on the 1-26 Association Web pages. He will appoint an Official Contest Scorer who will implement a computerized scoring system in accordance with the 1-26 Championship Rules. The scoring system should be capable of producing printed daily task sheets which include the assigned task and possible alternate tasks, radii of the start, turn point and finish cylinders and nominal task distances, and, if feasible, forecast wind direction at appropriate altitudes.

The system should also produce daily unofficial score sheets which should be available for distribution at each next-day pilots meeting. The scoring system must also be capable of identifying the winners of all regular and special awards as described in the 1-26 Championship Rules.

With assistance of the 1-26 Association, the sponsor should prepare a 1-26 Championships turn point list which, preferably, includes no more than 40 turn points, and should not include alternate landing locations listed in the Worldwide Soaring Turnpoint Exchange. The 1-26 Association will work with the Contest Director prior to the contest to cull an appropriate list from the Worldwide Soaring Turnpoint Exchange. Pilots may use the entire local turnpoint list as provided by the Worldwide Soaring Turnpoint Exchange. Links to the 1-26 Association Website should be established for both turnpoint lists.

The contest preparation should include a competently-staffed retrieve office for both practice and contest days. The retrieve office should be able to provide GPS land-out coordinates, directions and printed retrieve maps for retrieve crews.

The Contest Manager should arrange for safe storage of trophies to be shipped to the contest site by previous trophy winners. The Contest Manager should also prepare and distribute an information packet that includes the following:

- Driving instructions to the gliderport.

- Parking and glider tie-down information. Early arriving pilots should be required to conform to tie down patterns to ensure that limited tie-down space is used effectively.

- Gliderport traffic pattern, local rules and local controlled airspace.

- Links to the list of official Championship turn points and Worldwide Soaring Turnpoint Exchange.

- A list of FAA Sectionals needed to cover the task area.

- Local dining options.

- Accommodations and camping facilities.

- Instructions that all pilots read and understand the 1-26 Championship rules before arriving at the contest site.

5.1 REGISTRATION

Registration should require the following from participating pilots.:

- A valid pilot license for flight in the United States.

- Evidence of current membership in the 1-26 Association and SSA.

- Evidence of minimum liability insurance.

Names of crew members, cellphone numbers and email addresses.
Waiver of liability as required by the Sponsor.

The 1-26 Association does not require a Silver Distance Badge or other specific flying experience requirements, but encourages contestants to have cross-country, land-out and gaggle flying experience. Pilots with limited experience should discuss their qualifications with the Competition Director.

As soon as possible after registration is complete, the sponsor should provide a complete list of names of pilots and crew by competition number including cell phone numbers and local addresses. Association members may be tasked to assist in preparing this list in a timely manner.

6.1 MANDATORY PILOTS MEETING

On the evening before the first scheduled contest day, a mandatory pilot meeting shall be held to conduct a safety briefing and a review of the essential rules, field operations and other contest-related matters. It is expected that all pilots shall have read and understood the Championship Rules. Pilots not attending this meeting shall not be permitted to fly in the contest until they have been briefed on the contents of this meeting by the CD or CM.

The Competition Director should announce the time the finish gate closes which will not change during the contest. He should discuss the use of radio frequencies which should limit the use of 123.3 MHz to the CD for task announcements and pilot finish reports. Pilot/crew communications on the gate frequency may be subject to penalty by the Competition Director. Pilot/crew communications will normally use 123.5 MHz and shall be confined to position reports, crew instructions, pilot-crew relays, surface conditions and matters of safety. Pilots should monitor 123.3 MHz during flight,

7.0 Daily Pilot Meeting

A Daily Pilot Meeting will be held prior to each daily task. In addition to matters relating to the contest task, the meeting should be designed to be both fun and informative. Humorous awards and other activities add greatly to the overall success of the contest.

The Competition Director should select two pilots each day to participate in a daily Task Committee to design the task for the day. The committee members may vary from day to day. Selected pilots should know the 1-26 Championship Rules and be familiar with the 1-26 capabilities and should include one experienced 1-26

competition pilot and one advocate of the moderate to skilled pilots. The purpose is to design a task that is balanced between the goals of making the task competitive while ensuring that the maximum number of pilots complete the task.

The Daily Pilot Meeting may include the following:

- A brief daily safety lecture by one of the pilots.

- The flight story from the pilots who won the previous day.

- Distribution of score sheets.

- A weather briefing.

- The task of the day.

- Announcement of grid time and a pilot meeting on the grid, if required.

The Designated Launch Grid sheet should be issued on the first day of the contest, which will include assigned takeoff grid positions for each of the eight contest days. The Designated Launch Grid will be determined by random draw of competition numbers conducted by contest officials. After completion of each successful contest day, the Designated Launch Grid will be altered by moving 20% of the gliders at the front of the grid list to the back of the grid.

8.0 CONTEST PROCEDURES

The Contest Director shall ensure that the 1-26 Championships are conducted in accordance with the current 1-26 Championship Rules. Rule changes may be made and approved by majority vote of the Competition Director and participating past or current 1-26 Association Officers and Rules Committee members in accordance with Section 1.1 of the 1-26 Championship Rules.

8.1 LAUNCH PROCEDURES

Prior to launching the Designated Launch Grid, the sponsor should consider launching a sniffer to assess soaring conditions. Launching operations may commence at the discretion of the CD when the CD determines that soaring flight can be sustained at an appropriate altitude.

8.2 OPENING THE TASK

Ten minutes after the last launch of the Designated Launch Grid, and before opening the task, the CD shall determine that all contestants in the Designated Launch Grid will have an opportunity to start in accordance with the 1-26 Championship Rules. If those conditions do not exist, the CD shall call a no contest day. This rule is intended to address rapidly changing weather conditions, and other non-skill factors that prevent one or more pilots from starting in accordance with the CD's criteria for opening the task. For example, if the criteria

for opening the task is a minimum sustained flight at 3500 feet agl, then all pilots should have a reasonable opportunity to achieve that condition. The decision is entirely the CDs and cannot be challenged.

Advisories will be provided by the CD on the gate frequency with the announcements such as, "task opens in ten minutes ;" "task is now open." The CD may delay opening the task as weather conditions or other factors may warrant.

8.3 FINISH PROCEDURES

The finish cylinder should normally be 1.0 mile in radius and shall not include a minimum altitude. The finish cylinder should be positioned, or the radii adjusted, so that any landing on the runway of choice will result in an official finish.

9.0 CONTEST REQUIREMENTS

An official 1-26 Championship contest must include a minimum of three contest days. A "Contest Day" is a day in which the credited flight distance of each of the top one-third of the contestants attempting the task is at least 30 statute miles. Pilots who achieve a credited flight distance of 5 miles or more are considered to have attempted the task.

10.0 AWARDS CEREMONY

The sponsor shall arrange for an Awards Ceremony and brunch on the morning following the last contest day. The Awards Ceremony should be a formal event, and should not be hurried for the convenience of traveling. Formality conveys a sense of importance of the Championship event as well as pride in the accomplishments of the pilots and the 1-26 Association as a group. This is a tradition in the 1-26 Association, one which we wish the sponsor to respect.

10.1 TROPHIES

The sponsor shall provide permanent awards to be presented to:

Each of the three highest cumulative scoring individual pilots.

Each member of the two highest cumulative scoring teams. If there are six or more teams entered, each member of the third highest scoring team will receive a third-place team trophy.

10.2 PERPETUAL TROPHIES.

The 1-26 Association's Perpetual Awards listed below will be presented to contestants credited with the following achievements in the 1-26 Championships.

- A. THE MARION C. CRUCE TROPHY - Individual pilot with highest final score.
- B. THE BOB McNIELL/FRED CUNY MEMORIAL TEAM TROPHY - the Team Entrants with the highest final score.
- C. THE PRESIDENT'S TROPHY - The pilot with the fastest flight. In the event of a tie, the trophy is awarded to the pilot with the highest total Championship score.
- D. THE OLD GOAT TROPHY - The pilot with the highest average daily score who has celebrated his/her 70th birthday on or before the start of the Championship. The candidate must have flown at least 30% of the contest days.
- E. THE DAVID C. JOHNSON MEMORIAL TROPHY - The pilot with the highest average daily score who is flying in the 1-26 Championships for the first time. If a team member, the candidate must have flown at least 30% of the contest days. All members of the team are co-winners with the trophy so inscribed.
- F. THE VIRGINIA M. SCHWEIZER TROPHY - The female pilot who has the highest average daily score. If a team member, the candidate must have flown at least 30% of the Contest Days. The award is presented only when two or more women pilots are entered.
- G. THE JOHN P. GREENE MEMORIAL TROPHY - The pilot under age 30 (at the end of the Championship) with the highest average daily score. If a team member, the candidate must have flown at least 30% of the Contest Days. A pilot over the age of 21 shall not be eligible to win this trophy, if he/she has won the trophy in a prior year and another contestant is eligible.
- H. THE OLD BUZZARD TROPHY - The oldest competing pilot.