



Parabolic curve used to determine score under point award system.

Communications were handled entirely by two-way radio, with stations at the winch and take-off point, Arvin, Bakersfield, and Los Angeles. Max Archer was in charge.

There was a public address system at the take-off point and another at the parking area. These, in combination with a mile of fences, adequately handled over 20,000 spectators during the two week-ends.

Under the direction of contest manager, Bob Baily, the field was enlarged and improved for the meet. The hill site was gone over before the contest and small rocks were removed. A whole box of dynamite at one time was used on a few big ones. A fan of landing runways, a special rope retrieving road, and two miles of road in from the highway were graded. A mile of fencing was put up for parking area. The Boosters' Club of Arvin, the Chamber of Commerce of Bakersfield, the Forestry Service, and the American Legion all gave unstinted assistance. Dr. Howard Taylor was in charge of Mobile Hospital No. 1 of Kern County division of forestry. The Aerial Nurse Corps of America had its staff on the grounds in charge of Colonel Loretta M. Schimmsler and Miss Elizabeth Tintorri, R.N., ready to care for any possible emergency. The Legion supplied a first class chuck wagon.

The highways for miles around were well posted with direction signs and frequent announcements and glider talks on the radio made the public conscious of the contest. The broadcasting companies have been very generous with time, Harvey Stephens doing yeoman service and Lucretia Buxton maintaining the feminine angle.

Several towns put up money or trophies for goal flights or performance flights and a small cash budget took care of our point award system. The sailplanes were handicapped by this system, so utility activity, so gratifying to spectators, received consideration in cash if not publicity.

Excerpts from the point award system follow:

1. A pilot earns points for his best performance in each of the five flight categories listed below.
 - Distance
 - Distance to predetermined goal
 - Distance with return
 - Altitude
 - Duration
2. A ship earns points for the accumulated sum of its performances.
3. Distance without return. Minimum distance—8 miles.
4. Goal flights. Minimum goal flight distance 8 miles.
5. Duration is counted whether the flight terminates with return to starting point or not, providing that if the flight does not terminate at the starting point, that the landing time is also established by witnesses. Minimum duration— $\frac{1}{2}$ hour.
6. Distance with return. Destination as announced by the Contest Committee. Distance measured in miles from take-off to turning point.
7. For the carrying of passengers the miles distance, hours duration, or feet altitude to be credited for that flight will be increased by $\frac{1}{3}$ for one passenger.
8. Distance with return flights will be credited with three times the distance to the turning point in computing the points to be awarded.
9. Two points will be awarded for each flight which does not exceed any of the minimum performances.



Lucretia Buxton in the "Transporter"

