

under the direction of the contest management. Such numbers shall be painted on the respective gliders. The contest number of each contestant shall be the same as the contest number of his glider. If two or more contestants own or use one glider, they shall each have the same contest number, followed by an identifying letter (12-A, 12-B, etc.). If one contestant owns or uses two or more gliders, each such glider shall have the same contest number.

Order of take-off by airplane tow the first day shall be by contestant numerical order, with contestant number 1 to take off first. Each succeeding day such numerical take-off order shall be rotated a sufficient percentage, as determined by the contest management, to guarantee all contestants equal opportunity for early take-off during the contest. (Example: With 20% rotation each day, order of take-off first day is 1 to 60; second day, 13 to 60, 1 to 12; third day, 25 to 60, 1 to 24.)

Order of take-off by airplane tow shall be posted for each day on the bulletin board and made available to the starters. Positions may not be traded. If contestants trade gliders, their order of take-off shall be according to their respective contestant numbers, and not the numbers of the gliders so traded.

If, for inadvertent reasons satisfactory to the starter, a contestant is not ready for take-off in his turn, he is to be moved back 5 numbers, however, a contestant may not deliberately defer his take-off awaiting better weather except as provided in paragraph 2.72 below. If auto tow is also available, contestants may make auto tows without forfeiting their position for airplane tow. Order of take-off with auto tow shall be in order of readiness to fly.

2.71 Contestants who give notice of intention to fly as a team shall be permitted to take off in succession on airplane tow in the turn of the team member latest in order of take-off.

2.72 If a contestant at the beginning of the take-off line does not desire to fly when the tow planes are ready, any contestant behind him may volunteer, preference being given volunteers nearest the beginning of take-off line. Contestant making such an attempt retains his original take-off position if he fails to remain aloft.

2.73 If contest flying has not been discontinued by the contest management and if there is no airplane towing being done due to apparently poor soaring conditions, a contestant who believes he can sustain flight sufficient to earn contest points may volunteer for and be given an airplane tow at the discretion of the starter, in the same manner as provided in 2.72 above.

AVERAGE WEATHER CONDITIONS AT WICHITA FALLS

	1945		1946	
	June	July	June	July
Mean maximum	90.5	91.1	89.8	99.0
Prevailing wind	S	SE	SE	SE
Aver. hourly velocity, m.p.h.	13.5	9.5	14.8	12.1
Average daily cloudiness...	4.8	4.8	3.9	2.7
Days with thunderstorms...	11	8	4	4
Days with convective type Clouds	29	28	23	28

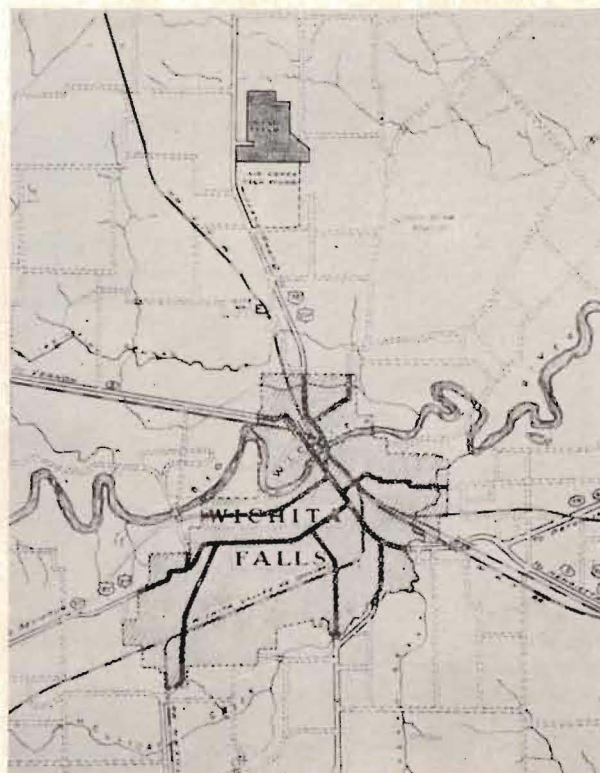
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2.74 Contestants desiring to attempt a second flight from airplane tow may do so only when there are no contestants waiting to make their first airplane tow. Order of take-off among a group of contestants awaiting their second airplane tow shall be in order of readiness to fly. Contestants desiring to make a third airplane tow may do so only when there are no contestants waiting to make their first or second airplane tows. Order of take-off among a group of contestants awaiting their third airplane tow shall be in order of readiness to fly.

2.8 During any contest day the contest management may, because of obviously unfavorable weather, announce the suspension of further attempts at contest flights, but this may be done only if there are no contestants aloft in the vicinity of the contest site on flights that show any promise of earning contest points.

2.9 A contestant who makes a distance flight in excess of 200 miles in a straight line, shall, for the succeeding day, be awarded contest points equal to the average of the contest points earned by the three highest-scoring pilots on such succeeding day, or his score for the preceding day, whichever is the lesser amount, provided he elects not to compete for contest points on such succeeding day.

3.0 *POINT AWARD, ALTITUDE*: No contest points shall be awarded for altitude unless a minimum altitude of 500 feet is gained. (See paragraph 7.4 for definition of altitude gained.)



Map Showing Kell Field, the Wichita Falls Municipal Airport, North of the City