

will be the total of the points he earned on each contest day.

5.7 Selection of take-off time-The starting line will be open for a specified period only as announced by the Contest Committee at the time the task selection is announced. Selection of starting times within this period will be by pilots' choice. The order of choice will be determined by drawing lots at the first day's pilots' meeting. The Official Starter will be present in the meeting room with lot tickets and starting schedule. Times available for selection will be based on the anticipated ability of the towplanes to launch the sailplanes. On the following contest day, the first day's order of choosing starting times will be slipped ten names by placing the first ten names at the bottom of the list in inverse order. The same procedure will be followed on succeeding days. Pilots must be present in person to select a take-off time. Pilots missing their starting time or returning for a second choice will choose their next take-off time from blank spots on the order book. After the third contest day, pilots whose scores are less than 25% of the best total score will be dropped to the end of the selection list and will choose take-off times in the order of their contest standing. Pilots who have chosen to abandon assigned tasks on previous day's competition flights to attempt flights of their own choosing may be held until there is a vacant take-off time available if their evident lack of interest in the contest warrants such action in the opinion of the Competition Director.

5.8 Take-off cards - A take-off card will be completed by each pilot immediately before the take-off.

5.9 Launching-All contest launchings will be by aero tow with release at a predetermined point and altitude selected each day by the Contest Committee. Release will be on signal from the towplane only. If release is made for any reason before the proper time, the pilot must return for another take-off, choosing his new take-off from the times available on the starter's log. The organizers will provide a minimum of four towplanes and will endeavor to have at least one towplane for each six sailplanes.

5.10 Point of release - The point of release will be the geographical point specified by the Contest Committee before each day's flying. Contest flights must start from this point.

5.11 Timing at start - Speed events will be timed from the time of release unless special provisions have been made for timing a task from the time a contestant crosses a starting line at an altitude below 1000 meters above the airport.

5.12 Timing at finish-Speed events will be timed to the time that a contestant crosses a finish line specified by the Contest Committee at the time the task is announced at the pilots' meeting. The finish line must be crossed in flight in the proper direction at an altitude below 1000 feet. The finish line will, if possible, be located in such a position on the field that the pilot may cross the line directly from the final leg of the course, and so the pilot will be able to land straight ahead. Timing at the finish line will cease at a specified time as announced at the pilots' meeting.

5.13 Identification at Turning Points. - The exact location of turn points and a detailed explanation of turn point identification procedures to be used will be made at the time each task selection is announced. The Contest Committee will provide observers at the turn points. If adequate range finding equipment is available, positive identification at the turn points will be made by the ground observers. The sailplanes must turn around the designated points at an altitude no greater than 1000 meters above the ground. If this equipment is not available, there will be no altitude limitation and it will be the pilots' responsibility to identify symbols which will be displayed on the ground at the turn points in such a manner that they can only be seen clearly by a pilot who has gone around the turn. These symbols will normally be made up of two large cloth panels (at least 3'x 15') displayed in the form of a T, L, II, V, +, or some similar arrangement. These symbols will be changed at intervals not greater than 15 minutes during the day so that the symbol and the time of day listed on the pilot's landing card will be positive proof that he did see the correct symbol at the specified time. Photographic evidence may be used to fulfill FAI requirements but the pilot must comply with the standard identification procedure announced on each task day if the flight is to count as a Contest Flight.

5.14 Notification of landing - It shall be the pilot's first duty after landing and securing his sailplane to

telephone the operations room at Odessa, giving the location, time of landing and where he may be contacted. This also applies to those who may already have passed the appropriate information to their crews by radio. All ships must be accounted for at the end of the day's flying.

5.15 Landing Cards - These cards must be in the hands of the scoring committee before a flight is official. Cards should be turned in to the scorers as soon as possible but in no case should this be later than 0900 of the next Contest Day or later than closing time on August 11th if this is also a Contest Day. The Contest Committee may take any action considered necessary to verify data on the card. The location of a landing away from the contest site must be confirmed by obtaining the names and addresses of two impartial witnesses, with the exact location being accurately described on the landing card by use of coordinates plus identifying landmarks. Other pertinent information, such as the starting and finishing time (from the pilot's watch), and turn point symbols and times, must be included. The pilot will sign the landing card certifying that all statements are correct.

5.16 Airfield operations-The Contest Manager, through his committee chairmen, is ultimately responsible for the safety of equipment and personnel and for the maintenance of flying discipline within the airfield area, as defined by FAA Regulations and local field and flight regulations. Known violations of regulations will result in disciplinary action against offenders.

5.17 Aerobatics - Aerobatics within the airfield area at any altitude will be strictly forbidden except when authorized by the Contest Manager for the purpose of demonstration.

5.18 Suspension of operations - Operations may be cancelled by the Competition Director or by the Contest Manager for reason of obviously unfavorable weather conditions except when a contest flight has already been launched. In this case, operations will only be cancelled if safety is involved.

5.19 Retrieving - The retrieving of sailplanes shall be exclusively by car and trailer and the pilot must accompany the crew and sailplane on the return trip. This rule does not apply after the last day's flying has been completed.

5.20 Airplanes will not be used in any way to assist pilots during competition.