

2008 King Mountain Registration Form

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Cell: _____

Email Address: _____

Emergency Contact: _____

Phone: _____ Relationship: _____

Glider Make/Model/Colors: _____

Glider Type (circle one)

Single Surface Dbl Surface Kingposted Topless Rigid Wing

HAM Callsign: _____ Frequency: _____

USHGA #: _____ Rating: _____

Drivers Name: _____ Driver Cell#: _____

List other pilots you are traveling with:

Class Entered:

_____ Recreation Class: Open to all pilots who have never flown 75 miles prior to registration.

_____ Open Class: Open to all pilots.

_____ Team Competition: 5 members with at least one member in the recreation class.

There is an extra \$5 fee per team member.

Entry Fee: \$60 _____

(includes shirt, IHGA membership, and the Sunday opening ceremony)

Shirt Size: S M L XL

Additional Shirts: \$15 each _____

Specify size(s): _____

Saturday BBQ \$10 / person, \$5 for kids under 12 _____

Team Fee \$5 _____

Make checks payable to IHGA

TOTAL _____

Mail Forms and Check To: Lisa Tate, 1915 S. Arcadia St., Boise, ID 83705

Idaho Hang Gliding Association, Inc.

**HANG GLIDER AND PARAGLIDER PILOT
AGREEMENT FOR PARTICIPATION AND RELEASE**

This hang Glider and Paraglider Pilot Agreement for Participation and Release (hereafter "Agreement") is entered into this _____ day of _____, 2008, between _____, hang glider/paraglider pilot meet/competition participant (hereafter "Participant"), and the Idaho Hang Gliding Association, Inc., a non-profit organization (hereafter "Sponsor), sponsor of the 2008 King Mountain Hang Gliding Championships, (hereafter "Meet"). The Participant and Sponsor (hereafter "Parties") covenant and agree that Participant may participate in the Meet under the following terms and conditions, and for consideration exchanged between the Parties as follows.

A. The Parties Agree, Declare and Acknowledge That:

1. The sports of hang gliding and paragliding involve risks and dangers and that these sports may result in unexpected and unanticipated dangers of the risk of injury to the Participant and/or damage to his hang glider, paraglider and related equipment, including vehicles and drivers of and passengers in those vehicles used to transport and retrieve Participant and his/her equipment to launch and landing sites;

2. Any disputes that may arise under this Agreement shall be governed by the laws of the State of Idaho, and any ambiguities in its terms shall not be construed against the Sponsor;

3. Any rules set for the Meet, whether communicated to Participant verbally or in writing by the Sponsor, shall be incorporated into this Agreement by reference, and that no other terms of this agreement shall be modified except by express written agreement signed by both Parties.

B. The Sponsor Agrees, Declares and Acknowledges That:

1. In consideration for Participant's agreement to the terms of this Agreement, the Sponsor hereby authorizes Participant to enter, take part in and participate in the Meet, upon agreement to the terms of this Agreement, rules of the Meet and full payment of any entry or associated fees which have been set by the Sponsor;

2. Participant's entry in the Meet will entitle him/her to eligibility for awards and recognition that may be offered by the Sponsor.

C. The Participant Agrees, Declares and Acknowledges That:

1. He/she, being of lawful age, for the consideration of the terms and conditions set forth in this Agreement, does hereby for himself/herself, his/her executors, administrators, representatives, heirs, successors, and assigns, releases, acquits and forever discharges the Sponsor of the above-referenced Meet, including its officers, members, employees or agents, as well as any landowner or leaseholder whose property may be involved or implicated as a launch or landing site, their heirs, successors, and of and from any and all claims, actions, causes of action, demands, rights, damages, costs, loss of service, attorney fees, expenses and compensation whatsoever which the undersigned now has or which may hereinafter accrue on account of or in any way growing out of any and all known or unknown, foreseen or unforeseen damages and the consequences thereof resulting or to result from the alleged events or chain of events which accrued from this Meet;

2. No promise, inducement or agreement not set forth in this Agreement or in the rules of the Meet incorporated pursuant to section A.3., above, has been made and that the terms of this Agreement and release are contractual and not a mere recital;

3. He/she agrees to save harmless and indemnify the parties hereby released from liability, their representatives, heirs, successors, and assigns, from any claims, demands or actions against the party hereby released, arising, to arise or which may arise out of or by reason of the Meet that is the subject of this Agreement;

4. He/she has read the foregoing Agreement, fully understands it, and signs it voluntarily and in the complete absence of any coercion, duress or threat thereof.

DATED this _____ day of _____, 2008,

Participant Signature

Sponsor Representative Signature

Participant Name (Printed or Typed)

Sponsor Representative Name
Idaho Hang Gliding Association, Inc.

King Mountain Contest Rules

CONTEST DATES - July 14-19, 2008

ORGANIZATION

A route committee consisting of the meet director and three competitors will determine the route for the day. The day's task will be declared by 12:30 pm on launch. The decision is based on the upper air forecasts and will be (generally) the most downwind route. If a consensus is not reached by 12:45 the meet director will select the route. New routes may be opened as dictated by conditions or alternate launches.

The Meet Director may appoint a rules committee to assist with disqualifications, grievances, cheaters, complaints, whiners, and other weighty matters.

CLASSES

Pilots can choose between an OPEN and a RECREATION (75 mile) class.

Entry to the Recreation Class is restricted to those pilots who have NEVER had a flight over 75 miles (prior to registration). Pilots in the Recreation Class are also eligible to enter and place in the Open Class for an additional \$15. There will be extra, Recreation class only bonus LZs closer to launch. First through third place trophies will be awarded in each class. In addition to individual scores, a TEAM competition will also be held. Pilots wishing to enter a team must register their team prior to the start of competition, and pay a fee of \$5 extra per person on the team. Teams must be 5 pilots, at least one of whom must be entered in the Recreation Class. Individual daily scores will be added, then divided by the number of members on the team to determine the team score. Trophies will be awarded to the first place team members. Free flyers are welcome but they will not be scored and they are expected to not interfere with the competition. All pilots flying during the Meet must have current USHGA membership for insurance purposes, including free flyers.

FLYING CONDITIONS

King Mountain has two SW facing launches with primarily thermal lift. Afternoon conditions are typical mountain flying conditions with turbulence and sink accompanying STRONG lift. The launches and landing zone are large with few obstacles. Access is via a new improved, but still 4WD, road. Other launches may be used if dictated by weather conditions.

SETUP

Gliders may be set up anywhere that they do not obstruct launch or impede vehicle turnaround. Meet Director and Launch Director will be the first to go up to the upper launch.

Three vehicles will be allowed on upper launch at a time. Vehicles MUST BE UNLOADED AS QUICKLY AS POSSIBLE then driven down to the parking area. All rigs must park below the launch spine wind sock after unloading. Be aware that dust devils are frequent and that gliders must be securely tied down if left unattended. Do not trust old ropes left on tie-downs.

PILOT RESPONSIBILITIES

Pilots are responsible for using their best judgment of their abilities and conditions to fly in a safe manner in compliance with FAR part 103. Pilots will follow generally accepted right of way and thermal etiquette rules. Please behave in a courteous and sporting manner at all times.

All thermalling turns will be to the left within one mile of launch.

Pilots exhibiting unsportsmanlike conduct may be subject to the wrath of the Meet Director and /or disqualification.

A WORD ABOUT DOGS...

Sorry, but no dogs will be allowed in set up areas or on either launch. NO EXCEPTIONS. An official pooper-scooper, rubber gloves and baggies will be left at the Moore Park. Pet owners are asked to respect the citizens of Moore and other competitors by picking up after their dogs.

TASK FORMAT

To maximize fun and mileage, the tasks will be open distance cross country along a declared route with bonus goals. The routes have been flown many times and have proved to be effective XC routes. To maximize the fairness and validity of the meet, and to ease the scoring and retrieval, all pilots will fly the same route each day and must land within the designated corridor to be scored. As previously stated, the Route Committee will attempt to pick the optimal route based on the days conditions. As always, however, it is the pilots responsibility to fly safely and terminate the flight as dictated by changing and/or dangerous conditions.

LAUNCH RULES

Once the route has been called, the launch window is open until one hour prior to sunset. There are two launch sites available at King Mt. (upper and lower). Due to space restrictions at the upper launch, if the field of competing pilots exceeds 50 then the pilots who pre-registered will be given upper launch preference. Postmark dates for pre-registrations will be used to determine the pilots in order of preference (the earlier the better). Any remaining spaces on upper launch will be available in order of on-site registrations. Reflights can be made from either launch. If a pilot prefers the lower launch he/she is welcome to use this launch exclusively, even if they were allowed an upper launch space. Three vehicles will be allowed to unload at the upper launch at a time. Pilots on the Task Committee shall be first in line to upper launch after the Meet Director. Vehicles are to be unloaded immediately, then parked below launch. With the exception of the task committee, no one is permitted to start setting up their glider on upper launch until all vehicles have had a fair opportunity to unload. Pilots choosing to launch the lower launch may set up their gliders at any time.

Whenever possible an open launch procedure will be used. Pilots may move their glider to one of the two launch alleys at any time provided they are set up to go and in their harness - If there is a lineup, then they must wait in line. A written list may be used to keep track of the order of pilots set up and in their harness that wish to launch beyond what can be physically accommodated at each launch. Each pilot is required to do a hang check immediately prior to launching. The launching pilot may wait for a good launch cycle. If the pilot on launch does not take advantage of good launch cycles, she/he can be bumped to the back of the line.

Pilots are expected at all times to use their best judgment of their abilities and conditions to choose a launch cycle and execute a safe launch.

FREE FLYERS

No free flying from upper launch alleys on King during the meet between 1:00 and 4:00 PM without permission from the launch director. Some free flyers would be welcome to act as wind technicians if they are willing to work with the launch director. Lower launch is open as long as it does not interfere with the competition.

SCORING

This year we will be using a computerized scoring system which will be based on GPS Coordinates. Pilots are requested to fly with GPS units for ease of scoring and for safety. Scores can be manually entered, but it will not be the preferred method. Scoring will be based on straight line distance from launch to landing along the designated route. Relights are allowed.

Only one flight per day will be scored subject to the following:

1. Flights must terminate within the designated corridor.
2. Pilots landing outside the corridor will receive a penalty equal to 5X the distance outside the corridor. Scoring is one point per mile.
3. Pilots are responsible for getting witnessed odometer readings to both the nearest mile marker and intersection or town.
4. Anyone, including your driver, can be your witness.
5. The better your landing confirmation (the best would be by a fellow competitor) the less likely that there would be any way to dispute your claim.
6. The honor system will be used and the witness does not have to view the actual touchdown.
7. A pilot's word is assumed good unless formally disputed. Scores for questionable flights will be determined by the Meet Director.
8. In addition to the one point per mile, bonus points can be scored by landing within one mile of a designated bonus LZ.

Final scores will be the best 4 flights out of a 6 day period.

The bonus LZs for each route and pilot category are shown on the attachments. Based on weather conditions, the route committee can change the schedule of LZs and bonus points prior to the launch of the first pilot as they see fit. Daily Score = Flight Distance (handicapped) + LZ Bonus

In addition to the above, a handicap system will be used in both classes, based on glider selection.

Handicap Chart

GLIDER L/D Miles Flown Multiplier

Glider	L/D	Miles Flown	Multiplier	Miles Scored
Single Surface	7:1	100	1.25	125
Kingposted Double Surface	11:1	100	1.00	100
Topless	13:1	100	0.89	89
Rigid Wing	16:1	100	0.81	81

Pilots MUST submit GPS coordinates prior to 10:00 pm each evening. Returning pilots may phone in coordinates as long as the call is made prior to 10:00 pm. Cellular and land lines will be available for pilots to call and leave their coordinates. In addition, pilots are REQUIRED to submit a written landing form prior to the next day's pilot meeting. Landing forms are required even if the pilot did not fly that day. This is how we make sure everyone is accounted for.

DECLARING A WINNER

A minimum of one round will be required to declare a winner. As conditions permit, all days will be a competition round. The winner shall be the pilot with the most points, taken from their 4 best flights, at the conclusion of the meet.

RETRIEVAL

To keep entry fees down, no retrieval will be provided by the meet organizers. Pilots should bring drivers or plan on purchasing retrieval prior to launch.

COMMUNICATIONS

2 meter FM radios are required. USHGA frequency of 151.625 and 147.510 will be the meet frequencies. Other ham frequencies and associated licensing are also acceptable. All frequencies must be provided to Meet Officials. If frequencies are changed after registration, they must be documented with an official launch director.

ROUTES

See ROUTES for all 4 routes, Bonus LZ points, GPS Waypoints. (ATTACHED)

AWARDS

- **Recreation Class:** Trophies to the top 3 places
- **Open Class:** Trophies to the top 3 places
- **Sportsmanship Award:** - Awarded to an individual who makes a selfless contribution to the Meet or to their fellow competitors.
- **Eiji Yokoda Memorial Trophy:** This trophy was created by Jimmy Pricer to honor our friend and fellow pilot, Eiji Yokoda. Awarded each year to the pilot who has the longest flight at the King Mountain Hang Gliding Championships. This is a traveling trophy and the winner must return the trophy to the Meet each year.
- **Driver Award:** This award is donated by Craig Hines of Aerial Chair. Craig is donating one of his wonderful Aerial Chairs to the driver who picks up the most pilots during the entire meet.
- **Staff Choice Award:** This award was created to increase recognition by the pilots, for the hard working meet staff. All staff have individual awards to give out to someone that helps out each day.

HAVE FUN!

King Mountain Hang Gliding Contest

King Mountain Contest Routes

Route	Route Description	Distance
1	King LZ to Pahsimeroi Mtns., May Airport, Willow Creek, Salmon Airport, Dog-leg to Anaconda Montana Airport. Flight corridor 10 miles either side of route line.	166
2	Sunset peak straight line north east through Dell Montana Airport continued past Three Forks Montana. Flight corridor 10 miles either side of route line to Dell Montana then increases to 15 miles either side of route line after Dell.	169
3	King Mtn. straight line east to Henry's Lake Airport. Flight corridor 10 miles either side of route line. Corridor restricted from Howe to "four corners" (intersection of Hwy. 22 and 28). Pilots must stay north of Hwys. 33 and 22 to avoid restricted airspace over Idaho National Engineering Laboratory.	114
4	King launch, straight line SSW to Arco Airport, continue SSE to Quaking Aspen Airstrip, continue East to Atomic City, continue SE to Soda Springs airport. Flight Corridor 10 miles either side of route line to Soda Springs.	116

King Mountain Contest BONUS LZs

Route	LZ Description	GPS Coordinates °	Distance	Rec Class Points	Open Class Points
1	Mackay Airport	N43° 54.545 W113° 36.052	18	5	0
1	Southside of Willow Creek Summit	N44° 12.747 W113° 56.537	45	10	5
1	May Airport	N44° 36.625 W113° 53.685	65	15	10
1	Salmon Rodeo Grounds	N45° 13.812 W113° 53.890	106	15	15
1	Anaconda, Montana	N46° 08.961 W112° 51.851	166	20	20
Route					
2	Pass Cr. Rd. & Little Lost River Hwy	N44° 08.141 W113° 14.757	25	5	0
2	Nicholia Ranch Rd T	N44° 18.644 W113° 01.242	40	10	5
2	Dell, MT Airport	N44° 44.144 W112° 43.199	72	15	10
2	Dillon, MT NE End of Airport	N45° 15.310 W112° 33.203	109	15	15
2	Three Forks, MT Airport	N45° 52.946 W111° 33.882	169	20	20
Route					
3	4 Corners (Intersection Hwys 22 & 28)	N43° 59.278 W112° 43.879	32	5	0
3	Dubois, ID Airport	N44° 09.994 W112° 13.552	60	10	5
3	Kilgore	N44° 27.287 W111° 45.443	90	15	10
3	Henry's Lake Airport	N44° 38.113 W111° 20.714	114	15	15
Route					
4	Quaking Aspen Airstrip	N43° 25.581 W113° 10.132	25	5	0
4	Atomic City	N43° 26.710 W112° 46.940	34	10	5
4	Canal Bridge (Mooreland)	N43° 14.100 W112° 26.360	56	15	10
4	Soda Springs	N42° 38.500 W111° 34.800	116	15	15

	Glider Handicaps	L/D	Miles Flown	Multiplier	Miles Scored
	Single Surface	7:1	100	1.25	125
	Kingposted Double Surface	11:1	100	1	100
	Topless	13:1	100	0.89	89
	Rigid Wing	16:1	100	0.81	81