

# 2010 King Mountain Hang Gliding Championships

## RULES

### ORGANIZATION

**The site is managed, and this event run by the Idaho Hang Gliding Association, a USHPA Chapter. This site is insured by the USHPA.**

**Membership to USHPA is REQUIRED while flying here.**

A route committee consisting of the meet director and three to five competitors will determine the route for the day. The days task will be declared by approx. 12:30 pm on launch. The decision is based on the upper air forecasts and will be (generally) the most downwind route. Other tasks may be called including out and backs.

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, and outside of the corridor tape on each launch.

Upper launch is restricted to the first 45 pilots to preregister. If you preregister and prefer lower launch, you may assign your upper launch spot to another competitor. Meet Director and Launch Director will be the first to go up to the upper launch. Pilots on the Task Committee shall be first in line to upper launch after the Meet Director.

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 vehicles, with the exception of official meet vehicles, must park below the launchspine 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.

Pilots are responsible for maintaining the airworthiness of their equipment and determining it's suitability for flying in this competition. The Meet or safety Directos reserve the right to prevent launching of a glider or equipment deemed to be unsuitable.

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. 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**

Tasks may be open distance cross country along a declared route with bonus LZ's, out and return tasks, triangles, or other turn points. While tasks may have turnpoints, all tasks will be Open Distance and have no declared end point. Tasks with turnpoints shall be scored using a ½ mile radius around each turnpoint.

The routes have been flown many times and have proved to be effective XC routes. All pilots must land within the designated corridor to be scored. As previously stated, the Route Committee will attempt to pick the optimal route based on safety and 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.**

If weather is obviously dangerous on any given day then the task will be canceled prior to launch.

Launch may be closed at any time if dangerous conditions develop on or around launch.

If dangerous weather develops on course, each pilot is responsible for observing, recognizing and avoiding (when possible) flying in dangerous weather.

Due to the vast area and terrain over which this competition extends, it is impossible for the meet director to observe or recognize most of the weather related conditions that may develop over the course of a day. It is also virtually impossible for the meet director to communicate weather conditions to pilots due to the lack of dependable radio and cell phone communications across the vast area and terrain.

Pilots who encounter dangerous weather developments are encouraged to radio that information to their drivers and ask their drivers to attempt to communicate that information to the meet director when and if their drivers happen to have cell phone connectivity.

Upon receipt of a report of dangerous weather, the meet director will broadcast that report on the official meet frequencies (147.510 and 161.625). Pilots may attempt to monitor the official meet frequency for reports. Pilots should note, however, that due to the vast area and the terrain, these broadcasts will not reach all areas of the course and therefore will not be available to pilots for much of the course. Pilots are reminded that pilots are responsible to observe and recognize dangerous weather/flying conditions. It is the pilot's responsibility to fly safely and terminate the flight as dictated by changing and/or dangerous conditions.

Pilots will be required to sign an acknowledgment of these rules and a release, waiver and assumption of risks related to all risks involved in the competition, including those related to weather and reports of dangerous weather or lack thereof.

Pilots who knowingly fly into unsafe conditions or who violate FAR 103 will be disqualified at the discretion of the Meet Director or Safety Director.

## **LAUNCH RULES**

Once the task has been called, the launch window is open.

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 40 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. Re-flights 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.

**Turn Direction: All thermalling turns will be to the left within one mile of launch.**

## **SCORING**

We will be using Google Earth and the Flytrack scoring system to verify track logs and calculate points. **GPS format is DDMMMM, or Degrees, Decimal Minutes.**

Pilots are required to fly with GPS. Pilots must turn in track logs by 9 pm the day of the flight. If the flight is over 75 miles straight line, the GPS track may be turned in by 9 am the following morning. After that, track logs will not be accepted and no score will be recorded. Please turn in your GPS tracks as soon as possible.

Pilots may phone in their coordinates by 9 pm the day of the flight.

**In addition, pilots are REQUIRED to check in, either in person, by depositing a landing form in the designated slot, or by phone with the meet director by 10 PM each day even if they have not flown. This is to insure that all pilots have returned safe and are accounted for.**

Reflights are allowed, however only one flight will be scored for each day.

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

Flights must terminate within the designated corridor.

Pilots landing outside the corridor will receive a penalty equal to 2X the distance outside the corridor.

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

The bonus LZs are shown on the Routes, LZs page. 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.

<b>Handicap Chart</b>				
<b>Glider</b>	<b>L/D</b>	<b>Miles Flown</b>	<b>Multiplier</b>	<b>Miles Scored</b>
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

**DECLARING A WINNER**

A minimum of one round will be required to declare a winner. As weather and 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**

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. USHPA 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 prior to launch.

## ROUTES

See the [ROUTES](#) page for a list of Routes, Bonus LZ locations, and GPS Waypoints.

## AWARDS

- **Recreation Class:** Trophies to the top 3 places
- **Open Class:** Trophies to the top 3 places
- **Team Award:** Trophies to first place Team
- **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 goes to the driver who picks up the most pilots during the entire meet. Drivers must submit a form after picking up their pilots each day.
- **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.