

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 Directors 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 DDMMM, 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.

Handicap Chart				
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

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.

**2010 King Mountain Hang Gliding Championships
Registration Form**

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Cell #: _____

Email address: _____

Glider Make/Model/Colors: _____

Glider Type (circle one): Single-Surface Dbl-Surface-King-Posted Topless Rigid-Wing

HAM Sign: _____ Frequency: _____

USHGA #: _____ Rating: _____

Drivers Name: _____ **Drivers 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: \$100

(includes 1 shirt, IHGA membership, and Opening party)

Shirt Size: (circle one) **S M L XL**

Additional Shirts: \$15 each _____

Specify size(s): _____

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

Team Fee \$5 _____

Make checks payable to: IHGA

TOTAL: _____

Mail Forms & Check to: IHGA c/o 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 _____, 2010 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 2010 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. *Idaho Hang Gliding Association, Inc.*

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 _____, 2010

Participant Signature

Sponsor Representative Signature

Participant Name (Printed or Typed)

**Sponsor Representative Name
Idaho Hang Gliding Association, Inc.**



USHPA COMPETITION EMERGENCY MEDICAL INFORMATION

United States Hang Gliding and Paragliding Association, Inc. • PO Box 1330, Colorado Springs, CO, 80901-1330, 719-632-8300,
www.ushpa.aero, info@ushpa.aero

All Competitors and Participants must complete this form prior to the start of the competition

Competition Information

Competition Title _____

Relationship to Participant _____

Phone Numbers

Primary

Alternate

Primary Contact

Contact Name _____

Relationship to Participant _____

Phone Numbers

Primary

Alternate

Secondary Contact

Contact Name _____

Relationship to Participant _____

Phone Numbers

Primary

Alternate

Medical Status *(use reverse side if more space is needed)*

List Allergies

*(list any medical related allergies or write **n/a** if none)* _____

Major Surgery

*(list any major surgeries and when or write **n/a** if none)* _____

Medical Provider

Additional Information

(list any additional medical information that we may need to know about) _____

RELEASE, WAIVER AND ASSUMPTION OF RISK AGREEMENT

In consideration of the benefits to be derived participating in a USHPA Sanctioned Competition, _____

(**Participant**) (and the parent or legal guardian of **Participant** if **Participant** is a minor), for themselves, their personal representatives, heirs, executors, next of kin, spouses, minor children and assigns, do agree as follows:

A. DEFINITIONS - The following definitions apply to terms used in this Agreement:

- "PARTICIPATION IN THE SPORT"** means launching (and/or assisting another in launching), flying (whether as pilot in command or otherwise) and/or landing (including, but not limited to, crashing) a hang glider or paraglider.
- "SPORTS INJURIES"** means **personal injury, bodily injury, death, property damage** and/or **any other personal or financial injury** sustained by **Participant** as a result of **Participant's PARTICIPATION IN THE SPORT** and/or as a result of the administration of any USHPA programs (for example: the Pilot Proficiency System). If **Participant** is under 18 years of age, the term **"SPORTS INJURIES"** means **personal injury, bodily injury, death, property damage** and/or **any other personal or financial injury** sustained by **Participant** as well as **personal injury, bodily injury, death, property damage** and/or **any other personal or financial injury** sustained by **Participant's** parents or legal guardians, as a result of **Participant's PARTICIPATION IN THE SPORT** and/or as a result of the administration of any USHPA programs.
- "RELEASED PARTIES"** means the following, including their owners, officers, directors, agents, spouses, employees, officials (elected or otherwise), members, independent contractors, sub-contractors, lessors and lessees:
 - The United States Hang Gliding and Paragliding Association, a California Non-profit Corporation (USHPA);
 - The organizers, directors, officials, stewards and volunteers of the Sanctioned Competition(s) in which **Participant** participates;
 - Each of the person(s) sponsoring and/or participating in the administration of **Participant's** proficiency rating(s);
 - Each of the hang gliding and/or paragliding organizations that are chapters of the USHPA;
 - The United States Of America and each of the city(ies), town(s), county(ies), State(s) and/or other political subdivisions or governmental agencies within whose jurisdictions **Participant** launches, flies and/or lands;
 - Each of the property owners on or over whose property **Participant** may launch, fly and/or land;
 - All persons involved, in any manner, in the sports of hang gliding and/or paragliding at the site(s) where **Participant PARTICIPATES IN THE SPORT**. "All persons involved" includes, but is not limited to, spectators, hang glider and/or paraglider pilots, powered ultralight pilots, assistants, drivers, instructors, observers, and owners of hang gliding and/or paragliding equipment; and
 - All other persons lawfully present at the site(s) during **Participant's PARTICIPATION IN THE SPORT**.

B. I FOREVER RELEASE AND DISCHARGE THE RELEASED PARTIES FROM ANY AND ALL LIABILITIES, CLAIMS, DEMANDS, OR CAUSES OF ACTION THAT I MAY HEREAFTER HAVE FOR SPORTS INJURIES, HOWEVER CAUSED, EVEN IF CAUSED IN WHOLE OR IN PART BY THE ACTION, INACTION OR NEGLIGENCE (WHETHER ACTIVE OR PASSIVE) OF ANY OF THE RELEASED PARTIES, TO THE FULLEST EXTENT ALLOWED BY LAW.

C. I WILL NOT SUE OR MAKE A CLAIM against any of the **RELEASED PARTIES** for loss or damage on account of **SPORTS INJURIES**. If I violate this agreement by filing such a suit or making such a claim, I will pay all attorneys' fees and costs of the **RELEASED PARTIES**

D. I AGREE THAT this **AGREEMENT** shall be governed by and construed in accordance with the laws of the State of California. All disputes and matters whatsoever concerning **SPORTS INJURIES** or otherwise arising under, in connection with or incident to this Agreement shall be litigated, if at all, in and before a Court located in the State of California, U.S.A. to the exclusion of the Courts of any other State or Country.

E. SEVERABILITY. If any part, article, paragraph, sentence or clause of this Agreement is not enforceable, the affected provision shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law, and the remainder of the Agreement shall continue in full force and effect.

F. CONSTRUCTION. This agreement shall apply to any and all **SPORTS INJURIES** occurring at any time after the execution of this agreement. This agreement is in addition to and is not intended to replace any other agreements related to liability for **SPORTS INJURIES** that **Participant** (or **Participant's** parents or legal guardians) may have signed, either in the past or in the future. To the extent that there is any conflict between such agreements, **Participant** (and **Participant's** parents or legal guardians) intends to be subject to the agreement that provides the most expansive release of claims and assumption of risk allowed by law.

G. I REPRESENT THAT Participant is at least 18 years of age, or, that I am the parent or legal guardian of **Participant** and am making this agreement on behalf of myself and **Participant**. If I am the parent or legal guardian of **Participant**, **I AGREE TO INDEMNIFY AND REIMBURSE** the **RELEASED PARTIES** for their defense and indemnity from any claim or liability in the event that **Participant** suffers **SPORTS INJURIES** as a result of **Participant's PARTICIPATION IN THE SPORT**, even if caused in whole or in part by the action, inaction or negligence (whether active or passive) of any of the **RELEASED PARTIES** to the fullest extent allowed by law.

H. I VOLUNTARILY ASSUME ALL RISKS, KNOWN AND UNKNOWN, OF SPORTS INJURIES, HOWEVER CAUSED, EVEN IF CAUSED IN WHOLE OR IN PART BY THE ACTION, INACTION, OR NEGLIGENCE (WHETHER PASSIVE OR ACTIVE) OF THE RELEASED PARTIES, TO THE FULLEST EXTENT ALLOWED BY LAW.

I ACKNOWLEDGE THAT I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND THE POTENTIAL DANGERS OF ENGAGING IN HANG GLIDING AND/OR PARAGLIDING, AND THAT ACTION, INACTION OR NEGLIGENCE OF OTHERS CAN INCREASE THOSE DANGERS. I UNDERSTAND AND AGREE THAT THIS DOCUMENT IS LEGALLY BINDING AND WILL PREVENT ME FROM RECOVERING MONETARY DAMAGES FROM THE ABOVE LISTED ENTITIES AND/OR INDIVIDUALS, WHETHER SPECIFICALLY NAMED OR NOT, FOR PERSONAL INJURY, BODILY INJURY, PROPERTY DAMAGE, WRONGFUL DEATH, OR ANY OTHER PERSONAL OR FINANCIAL INJURY SUSTAINED BY PARTICIPANT IN CONNECTION WITH HANG GLIDING/PARAGLIDING.

WARNING: BY SIGNING, YOU ARE WAIVING SIGNIFICANT LEGAL RIGHTS. DO NOT SIGN WITHOUT READING!

_____/_____/_____
Participant's Signature Date

_____/_____/_____
Participant's USHPA Number

Signature of Participant's Parent or Legal Guardian if Participant under 18 years of age

_____/_____/_____
Date

SCW 061008

King Mountain Hang Gliding Contest

King Mountain Contest Routes 2010

Route	Route Description	Distance
1	King LZ to Pahsimeroi Mtns., May Airport, Willow Creek, Salmon Airport, Dog-leg to Anaconda Montana Airport. Flight corridor 15 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 is 15 miles either side of route line for the entire route.	169
3	King Mtn. straight line east to Henry's Lake Airport. Flight corridor is 25 miles wide on the North side of center line and 10 miles wide on the South 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 is 15 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

2010 King Mountain Turnpoints

1. ANTELOPE AIRPORT	LOCATION: 16.6 miles SW (234*) of King	COMMENTS: The airport is an east / west grass strip near the middle of the small Antelope Valley.
COORDINATES: 43 40.559N, 113 36.103W	ELEVATION: 6180	
2. ARCO AIRPORT	LOCATION: 11.1 miles S (175*) of King	COMMENTS: The airport is an east / west paved strip on the south side of hwy 20/26 about 2 miles SW of town.
COORDINATES 43 36.315N, 113 19.902W	ELEVATION: 5330	
3. ATOMIC CITY AIRPORT	LOCATION: 32.1 miles ESE (116*) of King	COMMENTS: The airport is an east / west gravel strip on the east side of town, between the town and Hwy 26. Be aware of the INEEL boundaries.
COORDINATES: 43 27.371N, 112 48.280W	ELEVATION: 5020	
4. BIG SOUTHERN BUTTE	LOCATION: 28.7 miles SE (137*) of King	COMMENTS: The turn point is the ranger station of top of the SE corner of the Butte. Be aware of INEEL boundaries.
COORDINATES: 43 23.772N, 113 1.319W	ELEVATION	
5. INVISIBLE SPINE	LOCATION: 17.6 miles NW (300*) of King	COMMENTS: Invisible mountain is the peak on the Lost River Valley just east of Mackay
COORDINATES: 43 56.638N, 113 32.449W	ELEVATION: 7500	
6. CHALLIS AIRPORT	LOCATION: 69.8 MILES NW (304*) of King	COMMENTS: The airport is a north / south paved strip about 1 mile from town on the west side of Hwy 93.
COORDINATES: 44 31.377N, 114 13.059W	ELEVATION: 5070	
7. CRATERS OF THE MOON	LOCATION: 24.5 miles SSW (197*) of King	COMMENTS: Use caution landing close to turn point, LZ's are better a mile north along Hwy 20/26
COORDINATES: 43 27.731N, 113 33.672W	ELEVATION	
8. DOUBLESRING PASS	LOCATION: 40 miles NW (299*) of King	COMMENTS: This is Double Springs Pass road just as it is entering the hills going east from the Big Lost River Valley.
COORDINATES: 44 09.907N, 113 52.157W	ELEVATION	

2010 King Mountain Turnpoints

9. ELLIS	LOCATION: 74.1 miles (314*) of King	COMMENTS: Ellis is on Hwy 93 about 15 miles past Challis at the head of the Pahsimeroi Valley
COORDINATES: 44 40.708N, 114 04.255W	ELEVATION	
10. KING MOUNTAIN GLIDERS	LOCATION: Alan Paylor's field, on road to launch	COMMENTS:
COORDINATES: 43 44.967N, 113 21.879W	ELEVATION	
11. GRAND VIEW CANYON	LOCATION: 57.6 miles NW (302*) of King	COMMENTS: Hwy 93 goes through the canyon which is about 4 miles out front of the north end of Victory Ridge. This is about 10 miles south of Challis
COORDINATES: 44 22.359N, 114 04.951W	ELEVATION	
12: LEFT BLANK	Intentionally	
13. HOWE AIRPORT	LOCATION: 13.3 miles NE (052*) of King	COMMENTS: The airport is a small north/ south grass strip just on the east side of the highway 5 miles north of town. This is the first valley over the back of King.
COORDINATES: 43 51.141N, 113 3.520W	ELEVATION: 4930	
14. LEATHERMAN	LOCATION: 33.1 miles NW (297*) of King	COMMENTS: Leatherman is the mountain above Lone Cedar Creek in the Lost River Range.
COORDINATES: 44 5.455N, 113 46.366W	ELEVATION	
15. LOWER SUNSET PEAK	LOCATION: 11.9 miles NNW (331*) of King	COMMENTS: This is a small but distinctive peak about ½ mile out in front of the main spine of Sunset Ridge just before Elbow Canyon
COORDINATES: 43 55.411N, 113 21.995W	ELEVATION: Approx. 8000 ft	
16. SAGE JUNCTION	LOCATION: 54.7 miles ENE (070*) of King	COMMENTS: Northwest corner of the junction of Hwy 33 and 115
COORDINATES: 43 49.919N, 112 12.072W	ELEVATION	
17. PASS CREEK	LOCATION: 13.5 miles NW of launch, at mouth of the canyon	COMMENTS: Do not land at the landing strip just south of this point
COORDINATES: 43 55.875N, 113 26.821W	ELEVATION: 6580'	

2010 King Mountain Turnpoints

18. Mt. MCCALED	LOCATION: 21.9 miles NW of launch	COMMENTS: well known and distinctive peak near Mackey
COORDINATES: 43 59.686N, 113 35.836W	ELEVATION: 11,390'	
19. CORNER MOUNTAIN	LOCATION: 34 miles NW of launch	COMMENTS: Borah (tallest in Idaho) is set back just to the NE
COORDINATES: 44 6.075N, 113 48.069W	ELEVATION: 11,200'	
20. BORAH PEAK	LOCATION: 35 miles NW of launch	COMMENTS: highest peak in Idaho (will always have a little snow)
COORDINATES: 44 8.234N, 113 46.858W	ELEVATION: 12,650'	
21. VICTORY RIDGE	LOCATION: 55 miles NW of launch	COMMENTS: last high point on ridge before glide to Challis
COORDINATES: 44 23.543N, 113 58.960W	ELEVATION: 9,700'	
22. SADDLE MT	LOCATION: 21 miles NE of launch	COMMENTS: tall peak at south end of Lemhi Range
COORDINATES: 43 56.240N, 112 57.271W	ELEVATION: 10,800'	
23. BELL MT	LOCATION: mid way on the Lemhi Range, 33 miles NNE of launch	COMMENTS: prominent, symmetric profile
COORDINATES: 44 14.160N, 113 11.616W	ELEVATION: 11,250'	
NOTE: BONUS LZ'S MAY ALSO BE USED AS WAYPOINTS, PLEASE REFER TO PAGE ON BONUS LZ'S		