

2010 United States Paragliding National Championships (Idaho)

August 30th-September 5th

Pilot Manual



2010 United States Paragliding National Championships Idaho

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Pilot Meeting Agenda

- I. Welcome & Introduction to Meet Officials & Staff**
- II. Review Schedule of Events**
- III. Announce and/or Select Committees**
- IV. Launch Procedures**
 - a. Site Sensitivity**
 - b. Getting to Launch**
 - c. Daily Pilot Meetings / Task announcement**
 - d. Launch Order**
 - e. Re-Launch**
 - f. Water on Launch**
- V. Check Out and In Procedures**
- VI. Retrieval Procedures**
- VII. Scoring**
 - a. Scorekeeper Summary**
 - b. Comp & National Ranking Considerations**
 - c. Award Classifications**
- VIII. Emergency Procedures**
- IX. Safety**
 - a. General Considerations**
 - b. Stopping a Task**
- X. O2**
- XI. Questions**
- XII. Party**

Food and Fitness

The organizers have arranged two BBQ dinners for participants and volunteers – see the schedule for days. In addition, we have arranged access to a local YMCA fitness facility at a greatly reduced cost. This may come in hand for stress reduction and for shower facilities for those who may be camping.

Fitness

Participants in the Nationals (volunteers and competitors) can use the facilities at YMCA – about a ¼ walk from Headquarters and check in - under a \$6 dollar daily fee. They have work out facilities, saunas, showers, etc. Participants from this event need to show their pilot card. If you just want a shower the cost will be \$2 (bring your own towel)

Pete Lanes Mountain Sports is offering 20% discount on Bike rentals for the week!! Get rid of the car, store your glider at Head Quarters and ride , ride , RIDE!!!!

Food

There are several restaurants in town offering various discounts for pilots and volunteers. A final list will be made available at registration.

Headquarters and Equipment storage

Nationals Head Quarters will be located at the Ketchum Parks and Rec Building in Atkinsons Park. Pilots can store their equipment here and charge electronics. The building will be open at 7:45 A.M. and is a 5-8 min walk from the Gondola. This will also be check in and general hangout.

Meet Officials

Meet Organizer: Mike Pfau – **208-721-0897**

Meet Director: David Glover – **405-830-6420**

Scorekeeper: Bill Hughes

Weather Consultation: Cris Gali / XCSkies.com

Launch Director: Brian Faeries

Retrieval Coordinator: Danny Albright – **208-720-3610**

Task Committee: Nate Scales, Bill Belacourt, Chris Galli, and TBD by vote

Safety Officer/Committee: Mark Gaskill – **801-949-2803** / Committee To Be Determined

Protest Committee: To Be Determined

O2: Will be available at Headquarters

Safety Committee

The goal of the Safety Committee is to strive for and advance the safety of all the meet participants, officials, spectators, etc. The Safety Committee has the authority to stop or postpone a pilot or task at any time, including during the task, if, in his/her/their judgment changing conditions or lack of pilot ability jeopardize safety. However, the ultimate responsibility for a pilot's safety lies with the decisions of the pilot him/herself and is not guaranteed by the actions or decisions of the Meet Organizers, the Meet Director or the Safety Committee.

The Safety Committee shall consist of no less than three people, who are approved by the pilots at the general briefing before the start of the competition. The Safety Committee's duty is to monitor the flying operations and report to the Meet Director when conditions become unsafe either on launch or on course.

Protest Committee

Approved by the pilots at the general briefing before the start of the competition. The Protest Committee will consist of three people, plus at least one nominated reserve, who would be used if there was a conflict of interest with one (or more) of the nominated Protest Committee members.

- No member of the Protest Committee can be part of the Competition Organization.
- The Protest Committee will apply the current rules as stated in the USHPA Competition Rulebook and the Meet Specific Rules to resolve any protests that may apply.
- If the published rules are clear and feasible, they will be applied in determining the outcome of the protest.
- If the current rules are not clear and feasible, the Protest Committee may apply a ruling that they feel is appropriate in the circumstances, but in doing this they must also provide written reasons why they made this decision and also provide guidance to the Competition Committee to suitably alter future editions of the competition manual.

The Protest Committee's decision is final. The Protest Committee may also advise the USHPA Competition Committee on possible future rule changes in order to improve the running of competitions.

Pilot Qualifications

Qualifications imposed by USHPA Sanction and/or the Meet Organizers:

- A. Pilot must possess a 'Rogallo Member' USHPA membership status except for pilots with foreign addresses who may purchase a 30 day USHPA membership.
- B. Minimum Pilot Proficiency Rating: Intermediate (or foreign equivalent).
- C. Minimum Age 18 years old on or August 16 2009.
- D. Member of the Sun Valley Paragliders Club. (week memberships will be available for out of town or international pilots for \$30)

Recommended Qualifications:

Turbulence Sign off

Launch Considerations & Procedures

Minimal Impact

The meet organizers were awarded a permit from the Forrest Services for this event. The permit requires that we have a minimal impact on the launch area. The meet organizers request that all pilots respect the wishes of the Forrest Services and refrain from any activity that may adversely impact the vegetation or location amenities.

The designated primary launch area has limited space. As such, strict rules for launch have been established **and will be enforced**.

Identification by Launch Director

Each pilot is responsible for seeing that he/she is correctly identified by the Launch Director. **All pilots must sign out with the Launch Director in accordance with the sign out procedures established at the launch site.**

Launch Priority

First Day

Launch priority will be offered to nationally ranked pilots - in the order of current national ranking. Nationally ranked pilots wishing to execute this privilege must make their wishes known to the Launch Director prior to opening of the launch window.

Subsequent Days (after the first day of the meet)

Launch priority will be offered to the top fifteen (15) pilots as established by current ranking in the competition. Pilots wishing to execute this privilege must make their wishes known to the Launch Director prior to opening of the launch window.

Open Launch Procedure

With the exception of the above launch priority privilege; open Launch Procedures shall be used.

Open Launch Procedure: A pilot wishing to launch will move his glider into the takeoff staging areas behind all of the other waiting pilots. No pilot's glider may remain in the staging areas unless that pilot is in the immediate area with harness on. A pilot in takeoff position must take off, or begin to move to the back of the staging area, within 30 seconds if any pilot in the staging areas expresses a serious desire to start. The 30 seconds must be uninterrupted by unacceptable take off conditions, as determined by the launch official. The launch official will tell the pilot when the 30-second period begins and will count down the last 10 seconds before it ends. If the pilot's feet leave the ground after the allotted 30 seconds, a penalty of 5% of that pilot's score for that round will be deducted for each additional 15 seconds or portion thereof until the pilot either takes off or starts moving out of launch position. If a pilot chooses not to launch, or is deemed by any launch official as not moving expeditiously toward launch, that pilot must immediately leave the staging area or move behind all the other waiting pilots.

Meet Radio Frequencies and Procedures

Meet Officials will be using USHPA Frequencies **151.625**, **151.925** and **151.955**.

151.625 Competition Frequency

151.955 Emergency Frequency

151.505 Retrieval Frequency

Pilots may use other frequencies at their discretion and in accordance with their FCC license. However, the meet organizers will rely upon and limit their use to the aforementioned frequencies.

The Federal Communications Commission on March 16, 2001 granted to the United States Hang Gliding Association, a radio station license in the IB business radio service for an unlimited number of vehicular and portable units in specified quantities. These radios are licensed for use on 151.505, 151.625, 151.925, 151.955, and 158.40 MHz transmitting with a power limit of up to 50 watts. The call sign issued to the USHPA was WPRY 420.

Radios in USHPA Competition

Use of radios in competition is covered in the Competition Rule Book, section 4.5d, and states:

1. Radios may be carried and be accessible if the pilot is authorized or licensed to use his chosen frequency.
2. Information may be transmitted by pilots and drivers to report their position and request ground conditions from launch or goal.
3. Pilots may request and drivers may transmit ground conditions in the interest of safety when they have reason to believe landing is imminent.
4. Pilots are prohibited from transmitting information designed to mislead other competition pilots.
5. Pilots are responsible for their driver's transmissions.

GPS Format

The GPS format will be communicated by the meet Scorekeeper at the mandatory pre meet pilot meeting.

Schedule

Mandatory Pilot Meeting: August 29th

- 5:00 PM, waypoint download, 7:00 Pilot Meeting, Social following pilot meeting.
- Mandatory Wind Tech Meeting
- Mandatory Meet Retrieval Drivers & Staff Meeting

Day 1: August 30th

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy

Day 2: August 31st

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy

Day 3: September 1st

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy
- Pilot Co Pay party \$10 get s you food and all the beer you can drink, D.J. and fun at the Power House in Hailey 6:00 P.M.

Day 4: September 2nd

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy

Day 5: September 3rd

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy

Day 6: September 4th

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy

Day 7: September 5th

- Load Gondola 9:00 A.M.
- 10:00 A.M. Pilots Meeting Lookout Restaurant Top of Baldy
- **Awards Ceremony Ketchum Town Square 6:00 P.M. Catered by The Power House**

Awards/Classifications

The following award classifications will be honored:

- Serial Class (LTF C/2-3 and below)
- Open Class
- Sport Class
- Women's Class
- Masters Class (50 years old and above as of day one of the comp)

Retrieval

The Meet organizers shall attempt to have chase vehicles and volunteers along the task route to accommodate competitors who land out along the course. If a pilot lands out he/she **must** report their status within 20 minutes of landing.

A variety of reporting options will be provided. These are listed below in order of recommended preference.

- Check in with official at goal
- Radio contact with competition retrieval crew.
- Text notification
- Telephone

Pilot is instructed to go to nearest paved road and to call in his/her GPS coordinates. Format for reporting your location is:

hddd.mmmm

Once retrieved, the competitor must return to the meet headquarters and check in.

Competitors who have their own support or who are self-retrieved are still responsible for reporting their status within 20 minutes of landing and for checking in at the meet headquarters.

Competitors who DNF must report this to the launch officials and meet headquarters.

Wind Techs

Wind techs are invited and welcome at this competition. Pilots wishing to participate in this capacity must contact and make arrangements with the Meet Organizer. The meet organizer requests that Wind Techs volunteer one day (retrieval) for each day flying (retrieval days should be arranged). Wind Techs are invited to all competition parties and events.

Wind techs are responsible for seeing that he/she is correctly identified by the Launch Director on their one day (retrieval). Wind techs shall sign out with the Launch Director in accordance with the sign out procedures established at the launch site.

Rules

As Set Forth In

United States Hang Gliding and Paragliding Association 2006 USHPA Competition Rulebook

Interpretation of the Rules

When necessary, interpretation of these rules shall be made by the Meet Director after discussion with the primary competition officials, and protest committee.

Exceptions

Exceptions to the rules are not allowed when the rules are definite and feasible. If compliance is not feasible, the Meet Director, or at his discretion, another official(s) appointed by him shall make the necessary exceptions, and shall also inform the competitors by issuing or posting a dated, written addendum to the rules as soon as possible.

Scoring Rules

The scoring rules will be communicated by the meet Scorekeeper at the mandatory pre meet pilot meeting.

Task Cancellation and Stopping a Task:

The Meet Director will notify chase vehicles who will radio pilots on course of cancellation.

If conditions become unsuitable for competition after pilots are in the air, but before the First Start Time, the Meet Director, in consultation with the Safety Director, may cancel the task. If conditions become unsuitable for competition after the First Start Time then the Meet Director, in consultation with the Safety Committee, may cancel or stop the task.

The decision to cancel or stop the task will be communicated verbally to pilots who have not yet launched. That information will also be broadcast on the USHPA Meet Frequency at ten-minute intervals (i.e.; 1:40, 1:50, 2:00, 2:10...) for a period of one hour to pilots in the air. The Meet Director is the only person authorized to cancel or stop the task. Since radio transmissions are not infallible, no pilot should make any assumptions as to whether a task has been canceled or stopped unless he/she has actually heard the announcement and has recognized the Meet Director's voice.

Please remember that pilot judgment is critical as to whether to continue the task in a hazardous weather situation. Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

If a task is stopped, the pilots will be scored up to the point in time when the task was stopped, minus 10 minutes. For those pilots not in Goal at the stop task time, distance points will be awarded based on the best in-flight track log point or landing point recorded prior to or at the task stop time, minus 10 minutes. No other means of flight verification will be accepted if the task is stopped. For a stopped task to be scored at least one pilot must have flown 2/3 on the course or 2/3 of the minimum time must have elapsed.

Canceled tasks will not be scored.

Complaints, Protests and Appeals

Complaints

A complaint is a verbal request by a competitor to the designated official, usually the Meet Director or member of the Safety Committee, to investigate operational matters with which the competitor is dissatisfied. If the competitor is still dissatisfied with manner in which the complaint is addressed, he or she may file a formal protest.

Protests

Protests must be made in writing no later than 24 hours after the incident being protested. The posting of scores may be an event subject to protest.

A \$100 fee shall be required to file a protest. The Protest Committee will rule on any protest within 24 hours of its submission. If a ruling is made in favor of the protest, the protest fee will be refunded.

Appeals

In the event that a competitor is unsatisfied with the ruling of the Meet Director and that the complaint and protest procedures of the meet do not adequately resolve the problem, the pilot may file a written appeal, explaining in detail the nature of the injustice, and providing all available evidence to support his case, to the Competition Committee Chairperson c/o USHPA. Said appeal is to be filed with USHPA not more than 30 days after the end of the meet in question.

The Competition Committee Chairperson will rule on the appeal within 60 days of the receipt of the appeal. He/she may or may not choose to conduct his own research on the matter, and has authority to alter the results of the contest if he/she finds compelling evidence to support the claims of the appealing pilot.

Emergencies

When an emergency occurs, the Meet Director must be notified without delay.

Miscellaneous

The Meet Director will specify a goal closing time. Pilots crossing the goal after this time will be scored as having flown the distance to goal but will not be timed.

The competitor shall also turn in GPS data to mark his landing point if he lands out. In order to ensure accurate, same day scoring, landing location must be reported no later than the time specified by the Meet Director at the daily pilot briefing. This is part of the task and a 10% penalty may be assessed for late reporting.