

1. Local Rules

Stopped task:

1. A task may be stopped by the Meet Director only if a minimum of 1 hour has elapsed after the first pilot has launched.
2. If the task is stopped, tasks will be scored based on pilot position and altitude 15 minutes prior to the task stop time.

Launch:

1. An ordered launch will be used with numbered lines identifying the pilot staging order. There is an implied push using this method in that once the window is open, pilots start launching in numerical order. Should any pilot choose not to launch then they must go to the back of the staging line.
2. Launch/staging order will be determined by the pilots' team number.
3. For subsequent days, launch/staging order will be determined rotation of the teams.
4. The launch director shall announce when window opens or if there has been a change in task so that all pilots are aware. A whiteboard near the front of the staging line will indicate changes in times or task so that all pilots are aware. It is each pilot's responsibility to be alert for any changes.
5. Pilots who have a premature release below 1000' will be slotted back into the launch cue as soon as possible.
6. All other pilots that have landed will be directed to the back of the line.
7. A competitor will be allowed unlimited Take-off(s) to attempt the task within the stated take-off period. Relaunches may only occur if you land on the "airport property."
8. Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period that the launch window will remain open for the launch to be considered valid is 60 seconds of launchable air per pilot or if 90% of the pilots registered and present in the staging line have launched at least once.

Start, turnpoint, and goal cylinders:

1. Cylinder starts will be used and these may be either entry or exit. The type of start and the dimensions may vary from task to task and will be specified at each task briefing.
2. Turn Points will be cylinders of 400 meters radius unless otherwise specified at the task briefing.
3. Virtual goals will be virtual cylinders of 400 meters radius size and at the specified co-ordinates unless different radius value is specified at the task briefing.

Scoring and Live Tracking:

1. Scoring will be done according to the GAP 2016 or GAP 2018 scoring system. GAP Parameters: Percentage at goal: 25%, Minimum distance: 5 kilometers, Nominal distance: 20 kilometers, Nominal time: 1 hour. Elapsed time.
2. The Live Tracking track log (or if that is not valid a GPS track log) evidence are the only ways to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log must comply with the current requirements in Section 7A of the FAI Sporting Code, chapter 15.
3. Pilots should follow the instructions here: <http://ozreport.com/pilotdownload.php> to download your tracklog if needed. It is best to use your own computer and cable or SD card reader (or phone). If you can't download your tracklog with your own equipment and email it to the scorekeeper, then you can use the computers and cables provided by the meet organizer.
4. Tracklogs, if needed, must be emailed and received by the scorekeeper by midnight (unless a different time is given at the pilot briefing).
5. If you did not fly, you must email the scorekeeper directly by the times stated.
6. A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score will change to take into account his average day-weighted scores of the whole meet, so the score will be adjusted after each task. The Meet Director may also award extra points.

Protests:

1. Protest Procedure
 - a. Any pilot may issue a verbal complaint to the Meet Director to investigate operational matters with which the pilot is dissatisfied.
 - b. The Meet Director will investigate and make the final determination of the verbal complaint based on the merits of the issue.
 - c. Within 24 hours of the incident along with a protest fee (\$35).
 - d. Written protests will be reviewed to ensure they clearly state the reason, provide evidence supporting the protester's position and state the desired outcome. The pilot must sign and date the protest. Protests not in this format will be rejected.
 - e. The Protest Committee will investigate and within 24 hours make their final determination based on the merits of the issue.
 - f. Should the pilot still be dissatisfied, an appeal may be filed with the USHPA Competition Committee no later than 10 days after the competition.
 - g. The protest fee will be refunded for all successful protests.

Launch procedures

1. Both the Meet Director and the Towing Director have the power to ban flying from the site if a task or day is cancelled due to dangerous conditions.

2. Flags and/or streamers will be set out on the launch area, with larger wind indicators mid-field.
3. This competition will use an ordered launch, with numbered staging lines and launching in numeric order. There will be a "launch box" for the pilot preparing to launch next. There is no pushing (there is an implied push with an ordered launch). Pilots will not have to stay in their gear getting too hot because they will know when it is their turn to launch.
4. The Task Committee may choose to offer an "early bird" launch if that is deemed safe and desirable. Numbered launch and staging lines will keep pilots from tussling for position and help keep tempers cool.
5. Launch lines will be directed away from tug traffic. There will be a designated landing area and approach for tugs. There will be a designated landing area for hang gliders away from tug landing area and out of the tug approach area.
6. Launch crew will assist pilots in moving from the staging line to the launch line, with cart height adjustments, and with any last-minute equipment issues.
7. The Launch Director will provide a final hang check for every pilot. He will wave off the tug only when he deems that conditions are safe and clear of any air traffic.

Pilots report on landing

1. Pilots will report in by using the built-in facility of the Flymaster Trackers. Pilots in distress can push the SOS button. Pilots not checking in will be contacted through their driver.
2. Pilots will report at the next morning's pilot briefing on any safety aspects of the previous day's task.

Cloud flying

1. All competitors are always required to comply with FAR 103 (U.S. Airspace Law/ Federal Aviation Administration Air Traffic Rule violations) . A copy of FAR 103 is on-line at the competition's Airtribune web site. Any verified infraction will result in a penalty (see below) for the associated day or possible ejection from the contest. Pilots are expected to familiarize themselves with all controlled airspaces in the vicinity of course lines (maps will be provided).
2. It is illegal and un-sportsmanlike for competitors to fly into clouds. Competitors who fly into clouds will incur a penalty for the day. A competitor is deemed to have flown into a cloud if he/she is observed by a meet official or videotaped going into and disappearing into a cloud, or videotaped appearing out of a cloud, or: If two witnesses near the accused witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing and if barograph or 3D GPS traces from the accused and a witness show the accused above the witness at the time of the incident.
3. If the accused cannot produce a barograph trace for that day or a 3D GPS track log from their 3D GPS, only two witness statements are required. It is highly recommended for all competitors to fly with a recording barograph and they must always fly with a 3D GPS .

4. A pilot sucked into cloud who did not have the intention of gaining an advantage should perform a figure 8 maneuver once out of the cloud so that other pilots could see it had not been intended.
5. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.
6. The penalty - the offending pilot shall receive a 10% reduction in their score for the first infraction, 30% reduction for a second, and then a zero-daily score for any further infractions.
7. Meet officials may fly with the pilots to check for cloud flying and to be in contact with the Meet Director (who will not be flying at any time) to report safety conditions on course.