

A. Pilots

Solely responsible for their own safety and conducting themselves in a safe manner always including but not limited to the following:

1. Must be a current USHPA member. Foreign pilots must obtain a 30-day temporary USHPA membership.
2. Must have a pilot proficiency rating of H3 with Aerotow (AT) special skill rating or foreign equivalent (IPPI card). H2 for Sport Class with permission from the meet organizers.
3. Must have aerotowed with the glider that he/she is flying or similar at least ten times. Practice tows will be available onsite on Saturday before the first competition day.
4. Pilots under the age of 18 must have a parent (or guardian) written consent (notarized) to participate in the competition.
5. Sign the USHPA, Quest Air, and competition waivers.
6. Notify the Safety/Meet Director of any accident or emergency as soon as possible.
7. Notify the Meet Director (through their driver) of unsafe conditions on course.
8. Perform a pre-flight of his/her own glider, harness and equipment prior to launch. It is advisable to have another pilot perform a second check. All gliders and associated equipment shall be of sufficient performance and standard of airworthiness to meet the demands of international championships and shall be flown within the airworthiness limits established by the manufacturer. Pilots are responsible for proper setup and pre-flight checking of all equipment.
9. Competitors must use appropriate aerotow bridles as determined by the Meet Director and Safety Director and their designated officials. Bridles must include secondary releases (as determined by the Safety Director). Bridles must be able to be connected to the tow line within two seconds. The only appropriate bridles can be found here: <http://OzReport.com/9.039#0> and <http://ozreport.com/9.041#2>. Pilots with inappropriate bridles may purchase appropriate bridles from the meet organizer or Quest Air.
10. Perform a hang glider aerotow pre-flight check (Appendix D) in front of launch staff prior to launch.
11. Provide your own tie down stake and line for securing your glider in the staging area.
12. Control your glider always whether at the setup/teardown area or in the staging area. The glider must be tied down when not in attendance.
13. Stage all equipment at the launch position number 30 minutes before the launch window opens.
14. Fly within your own abilities. Choose not to fly, release from tow or terminate the flight any time conditions are unsafe.
15. Land in designated areas only during aerotow operations, unless there is a premature release.
16. Follow generally accepted right of way and thermal etiquette rules including identified turn direction within the start circle.

17. Understand and comply with the requirements of FAR 103 and all applicable local, state and federal laws, landowner and site restrictions. Cloud flying is strictly prohibited and will be penalized up to and including disqualification.
18. Attend all briefings and stay informed of schedule changes, task changes, rule amendments and protest outcomes.
19. Use Flymaster Trackers to send a message to the Meet Director as soon as possible after landing for safety accountability purposes.
20. Provide feedback to the meet officials on areas of concern and improvement opportunities.
21. Pilot Code of Conduct – responsible for conduct according to the following:
 - a. Along with ground crews maintain a standard of conduct that does not discredit fellow pilots, the Meet Organizers and Officials, landowners or the sport of hang gliding.
 - b. Act in a manner that will promote the continued good will toward hang gliding in the area.
 - c. Act in a sportsmanlike manner consistent with the spirit of fair play and responsible conduct in accordance with the rules of the contest.
 - d. Treat all meet officials and volunteers with respect and kindness.
 - e. Treat all landowners with utmost respect.
 - f. Ensure gates and property are left as they were found.
 - g. Keep vehicles on roads unless landowner permission is given.
 - h. Exercise care when moving personnel and gliders across fence lines to prevent damage.
 - i. Land well clear of livestock.
 - j. Do not land in crops. If it is unavoidable, offer to pay the landowner for any damages.
 - k. Be aware that complaints from property land owners may result in penalties.
 - l. Should landowners get upset, call 911 for assistance from the sheriff.
 - m. Pilots are responsible for the actions of their ground crew.
22. Both the Meet Director and the Towing Director have the power to exclude from the competition pilots who demonstrate a lack of the necessary skills for safe launching, flight or landing, or who lack the fitness to fly safely due to injury, drugs or medication that might affect the pilot's performance in the air.
23. It is the responsibility of every pilot to fly in such a way that personal safety and the safety of others is always maintained. Directors may penalize competitors who fail to observe this rule or exclude them from the results.
24. Pilots are required to follow instructions given to them by meet officials expeditiously or risk penalty. Pilots will be instructed where to set up their gliders in the staging lines, where to enter the launch lines, and how to be prepared to launch safely. Pilots need to follow these instructions carefully.
25. Helmets and parachutes are mandatory
26. Pilots will be encouraged to fly with radios, and a list of pilot radio frequencies will be maintained by the Meet Director.
27. Pilots must fly with a 3D GPS or flight instrument equivalent.
28. Provide driver cell phone number and radio frequency to the meet director.

29. Pilots are responsible for uploading their flights to the scorekeeper if asked by the scorekeeper.
30. Pilots must fly with a live tracking device provided by the Meet Organizers. The pilots must leave the tracking device on during their flight.
31. Pilots must use provided weak links.
32. Pilots must stay away from the launch crew and are not allowed talk to this launch crew while they are setting up the launch/staging lines. Any pilot who in any way interferes with the launch crew setting up the launch/staging area will be subject to the penalty of having his/her launch delayed or moved to the end of the line.
33. Pilots must be in the staging area one half hour before the launch opens.
34. The members of the task committee including the weatherman and task committee wrangler may be staged right behind the top 1/4 or 1/3 ranked pilots (by cumulative results) who have been staged in reverse order unless they are among the top ranked pilots and then they will be staged as per their ranking.
35. The pilots in the launch box at the head of the launch line must be ready to launch five minutes before the launch window opens. Ready is defined as: pilot is completely suited up with helmet on, hooked in with vario, GPS and other instruments turned "on." Once in the launch line the pilot must advance forward to the end of the launch line (towards the ready-to-launch box).
36. Pilots must release when waved off by the tug pilot. Pilots will be released upwind unless they make it known to the tug pilot to take another course.
37. Pilots must read, understand, and follow the local rules.
38. Willful violation of any of the above shall be subject to penalties up to and including disqualification.