

United States Hang Gliding and Paragliding Association

2006 USHPA Competition Rulebook



USHPA
UNITED STATES HANG GLIDING
& PARAGLIDING ASSOCIATION

Prepared by:

USHPA Competition Committee

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Fourteenth edition changes.

This version includes the results of the fall 2005 USHPA BOD/Competition Committee (CC) meeting including the results of the Paragliding and Rules sub-committees. Please send any and all comments to Ron Gleason at xcflying@gmail.net and/or rulebook@USHPA.org.

Summary of changes

1. Correct wording with respect to USHPA membership requirements for US pilots and change USHPA membership requirement for foreign pilots, section [3.1.A](#)
2. New sub-section added to section 6 to address participant's safety, see [6.1.A](#)
3. Changed sections [2.2.A](#) and [10.5.A](#) to allow notification of meet within the USHPA web site calendar instead of the magazine.
4. Changed USHPA to USHPA

5. FORWARD

The worldwide governing body for all sport aviation is the Federation Aéronautique Internationale (FAI). The Commission Internationale de Vol Libre (CIVL) is the division of the FAI, which represents hang gliding around the world. The National Aeronautic Association (NAA) is the United States representative of the FAI. The United States Hang Gliding and Paragliding Association (USHPA) is the only authorized affiliate of the NAA that represents the sport of hang gliding and paragliding in the United States. The USHPA is authorized to formulate and establish official competition rules and to sanction hang gliding and paragliding events in the United States.

This official USHPA Competition Rulebook has been developed and revised by the USHPA Competition Committee (CC) as authorized by the President and Board of Directors of the USHPA. The rules set forth herein shall govern all USHPA sanctioned hang gliding and paragliding competitions

2006 Fourteenth Edition

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1. General

1.1. Application

The rules set forth herein shall govern all USHPA sanctioned hang gliding and paragliding competitions. Every club, association, promoter, pilot, and all persons participating in, or in any way connected with any sanctioned meet shall be bound by these rules.

1.2. Interpretation

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

1.3. 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.

1.4. Amendments

Amendments to these rules shall derive from the USHPA Competition Committee (CC). The Competition Rulebook shall be amended once annually, if necessary, at the scheduled fall meeting of the USHPA Board of Directors. Recommendations and comments from USHPA Directors, meet organizers, meet directors, ranked competition pilots and others shall be used to determine whether or not amendments are necessary.

2. Sanctioning

2.1. Purpose

The role of the CC in sanctioning meets is to ensure that U.S. pilots have fair access to quality meets including competition with foreign competitors, as well as to provide a scheduling tool for pilots to use in their pursuit of NTSS points. That responsibility includes that dates, quality of structure, geographical accessibility, etc. are figured into the CC's final decision.

In addition, the role of the CC is to encourage the growth of the sport of hang gliding by sanctioning competitions that encourage pilots from all locations and with a wide range of skill levels to participate. The CC shall endeavor to build a system of sanctioned meets that allow regional pilots to gain NTSS points and thereby encourage them to participate in national level competitions.



2.2. Registration

- A. Pilot registration at a competition must be open for at least ninety (90) days before the start of US Nationals sanctioned competitions and sixty (60) days for any other USHPA sanctioned competitions. Registrations shall not be accepted any earlier than 15 days after first posting of the competition announcement in the Calendar on the USHPA website at <http://www.USHPA.org/calender.asp>. The announcement will also appear in the first possible issue of the magazine. Application for pilot registration shall not be accumulated on a waiting list before the opening of registration for the competition.
- B. For the first 30 days of registration 65% of the available places must be given to U.S. pilots on a first-come, first-serve basis. The remaining 35% of the available places must be given to foreign pilots on a first-come, first-serve basis. After the initial 30 days of registration the remaining places must be made available to all pilots on a first-come, first-serve basis.
- C. If the meet fills up before the end of the first 30 days, the Meet Organizers must place perspective U.S. and foreign entrants on separate waiting lists on a first-come, first-serve basis. Pilots from these lists are then allowed into the meet if spots become available in the same ratio as given in Section 2.2.B above. If the meet fills up after the first 30 days but before the end of the 90 (US Nationals) or 60 (all others) day registration period then all perspective entrants must be placed on the same waiting list on a first-come, first-serve basis.
- D. The Meet Organizers are required to keep registration records including date of registration for each pilot. The CCC or his designee has the right to review registration records for compliance at any time.
- E. Optional registration method for meets of 80 or more pilots only. The meet organizer may elect to reserve a set amount of spaces for top ranked pilots, for the first 30 days of registration, by indicating on the sanctioning application paperwork, according to the following schedule:



Pilot/Glider	Sanctioning USHPA only		Sanctioning USHPA and CIVL	
	# of spaces	Drawn from	# of spaces	Drawn from
US Flex Wing	20%	Top 20 NTSS	15%	Top 15 NTSS
Foreign Flex Wing	5%	Top 10 CIVL	20%	Top 20 CIVL
US Rigid Wing	10%	Top 10 NTSS	5%	Top 5 NTSS
Foreign Rigid Wing	0%	N/A	5%	Top 10 CIVL

Based on the most current CIVL & NTSS rankings available at the time of registration

In the first 30 days the remaining 55% non-reserved spaces are to be allocated 45% to US pilots and 10% foreign pilots. Once these spaces have been filled all subsequent applicants are to be placed on respective US and foreign waiting lists. After the 30-day reserve period has expired any unused reserved spaces are to be allocated FIFO (first in first out) to the pilots on the respective US and Foreign waiting list, and any remaining unfilled spaces can be allocated to pilots from either waiting list. Spaces that become available due to cancellations are to be filled by a pilot from the same respective list, if available.

Pilots are encouraged to read the Sanctioning Application Package available on the USHPA web site at www.USHPA.org to understand the requirements for meet directors.

2.3. Minimum NTSS Points

All sanctioned meets, except Speed Gliding Meets, shall be guaranteed a minimum of 300 NTSS points for a Class 1 hang gliding meet, 250 NTSS points for a Class 5 and Class 2 meet and 200 NTSS points for a paragliding meet, subject to meet validity factors as defined in Section 11.5.F.

2.4. CIVL Sanctioning

All USHPA sanctioned meets are encouraged to apply for CIVL sanctioning as well so that pilots attending the meets can earn WPRS points.

3. Competitor Qualification

3.1. Qualifications imposed by USHPA Sanction:

- A. Pilot must possess a 'Rogallo Member' USHPA membership status except for pilots with foreign addresses who may purchase a 30 day USHPA membership.



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- B. Minimum Pilot Proficiency Rating: Intermediate (or foreign equivalent).
 - C. Parental (or guardian's) written consent (notarized) if the competitor is under 16 years of age.

3.2. Qualifications, which may be imposed by Meet Organizers:

- A. A higher (but not lower) pilot proficiency rating.
- B. Any "special skills" relevant to the competition site or design.
- C. A higher (but not lower) minimum age.

4. Glider Classes and Equipment

4.1. Definition of a Hang Glider

A glider that must be capable of being carried, launched, and landed solely by the use of the pilot's legs.

The following class definitions are assumed to be in compliance with the latest CIVL class definitions. If they are not, the latest CIVL class definitions will be used in the competition.

A. Class 1

Hang Gliders having a rigid primary structure with pilot weight shift as the sole means of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they act symmetrically.

B. Class 2

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take off and land in nil-wind conditions..

C. Class 3

Hang Gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

D. Class 4

Heavy rigid wings that can be foot-launched, but not in nil wind (this is essentially a wind-required open class and will contain gliders like the Light Hawk and the Carbon Dragon)



E. Class 5

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the sole method of control in the roll axis and which are able to demonstrate consistent ability to safely take off and land in nil-wind conditions. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

Note: For the purposes of demonstration, “nil-wind” shall mean a headwind of less than 2.2 mph.

4.2. Equipment

- A. Harness - no requirements or restrictions.
- B. Helmets are required for all pilots at sanctioned competitions.
- C. Parachutes - A reserve parachute is required for all pilots at sanctioned competitions.
- D. An accessible hook knife is recommended.
- E. Radios and mobile telephones - no requirements or restrictions.
- F. Ballast
- G. Ballast is any nonfunctional object attached to the pilot; used for the purpose of increasing mass and may be disposable or non-disposable.
- H. The gross weight with disposable and non-disposable ballast may not exceed the manufacturer's specified maximum weight limit.
- I. Similarly, the gross weight after releasing disposable ballast, must be equal to or greater than the manufacturer's specified minimum weight limit.
- J. Disposable ballast must consist of water or dry sand (not both) without stones or rocks, and, when released in flight pose no hazard to persons, animals, or property.
- K. Systems for the retention and disposal of ballast must be acceptable to the Meet Director and Safety Director in that they must offer reasonable security against accidental disposal.
- L. The use of either disposable or non-disposable ballast must not interfere with the safe operation of the glider, or present any safety hazard in the event of sudden impact.
- M. Supplemental Oxygen - not required, it is however highly recommended when flights are routinely expected to be above 12,500 feet above sea level.
- N. Personal Flotation Devices - not required, but recommended if there is a probability of landing in water.



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- O. GPS - Meet Organizers may require the use of GPS for flight documentation. (See Section 6.3)
 - P. Any physical means to produce propulsive energy to increase performance is prohibited.
 - Q. Any item not specifically prohibited by the rules is permitted. However, the Meet Director or Safety Director has, at all times, the right to prohibit the use of any item he feels may create a safety hazard.

5. Competition Administration & Operation

5.1. Contest Officials

- A. For Sanctioned meets; there shall be at least the following officials:
 1. Meet Director: Has overall responsibility for all aspects of the competition.
 2. Safety Director: *Strives* for the safety of all participants, officials, spectators, etc. and has the authority to stop or postpone a pilot or round at any time, including during the task, if, in his 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 himself and is not guaranteed by the actions or decisions of the Meet Organizers, the Meet Director or the Safety Director/Committee.
 3. The Safety Director may be replaced by a Safety Committee consisting of 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.
 4. A 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.



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- 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 CC on possible future rule changes in order to improve the running of competitions.

B. The Meet Director and the Safety Director may not be the same person.

5.2. Contest Rules

- A. If the meet is CIVL Sanctioned, these rules are intended to be read in conjunction with the FAI Sporting Code - General Section, and the Sporting Code for Hang gliders (CIVL, Section 7).
- B. A copy of the USHPA Competition Rulebook and a copy of the current FAR Part 103 will be available to any competitor in the contest, and a local, current sectional aeronautical chart will be displayed to all pilots at each meeting.
- C. If Meet Specific Rules are to be used, the Meet Director has to submit these rules to the CC or the CCC for review and approval prior to the start of the meet. Each competitor will be supplied with a set of Meet Specific Rules, including task descriptions and diagrams, schedule of events, and exceptions or modifications to the General Rules. If necessary, interpretation of the rules will be made by the Meet Director after consultation with the primary meet officials. The Meet Director will inform competitors of any rule changes by issuing or posting a dated written addendum to the rules as soon as possible.

5.3. Contest Winners

The contest winners will be the pilots in each class with the most cumulative points at the end of the last contest day. In the event of a tie, the tying pilot who had the most points before the beginning of the last round will be the winner.

5.4. Deviations form Standard Procedures

If the Meet Organizers feel that they must deviate from the procedures detailed in this Competition Rulebook such as denying entry to a pilot for administrative or safety reasons, the Meet Organizers may petition the CC through the CCC. The CCC will poll the CC and their decision is final. The Meet Organizers must abide by the CC's decision in order to maintain USHPA Sanction.



6. General Competition Rules

6.1. Purpose

General Competition Rules are necessary to provide a constant format for both Meet Organizers/Directors and Competitors. These rules shall be followed unless superseded by Meet Specific Rules approved by the CC.

A. Safety

All competitors at a USHPA sanctioned events are required to perform a hang check just prior to launch. Competitors should perform their hang check in front of qualified launch personnel (i.e., Launch director or his designees).

In Cross Country competitions, no additional flying contests (spot landing, etc.) for the competition pilots shall be sponsored by the meet organizers, except if the task is canceled for the day.

6.2. Launches

Several launch processes have been standardized. Depending on a number of meet variables, physical condition of the launch site, number of individual launches, number of pilots in the meet, etc., the Meet Organizers must define how launching is to be managed in the Meet Specific Rules. If there are no Meet Specific Rules, open launch shall be used.

A. Open Launch Procedure

A pilot wishing to launch will move his glider into the takeoff staging area behind all of the other waiting pilots. No pilot's glider may remain in the staging area 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 area 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.

B. Ordered Launch Procedure

The order of launch will be determined by a computer generated random order based on pilot numbers. A different random order will be posted each day. The



launch order of pilots, relative to one another will not change during a round. A pilot returning for a re-flight will rejoin the launch order in his original position.

A pilot at any point in the launch order, with harness on, may "push" the launch by stating "I'm pushing".

When the launch is being pushed, each pilot who is ready for takeoff I.e., harness and helmet on, starting with the pilot at that time number 1 for takeoff and ending with the pilot preceding the pushing pilot in the launch order, will have 30 seconds allotted on the launch ramp in which to take off in the launch order. Failure to move expeditiously toward the takeoff ramp or failure to takeoff within the allotted time will be considered as declining to launch and the pilot must move to the end of the launch order; 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. Each pilot who has pushed the launch will have 30 seconds allotted on the takeoff ramp in which to take off or else receive a zero score for the round. The 30 seconds referred to above must be uninterrupted by unacceptable takeoff 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. A pilot who is next to take off in the launch order may remain in takeoff position indefinitely if no pilot is "pushing the launch".

C. Identification by Launch Official

Each pilot is responsible for seeing that he is correctly identified by the Launch Official.

6.3. GPS Flight Documentation

If GPS will be used for flight verification, the competition organization must announce beforehand what approved (by the Competition Committee) software will be used and the types of GPS instruments that will, at minimum, be supported.

The verification means must show any start points and turn points claimed in the order specified on the day board, and some evidence of landing location.

A. Backup GPS.

A pilot may use multiple GPS's for verification and backup and may submit multiple track-logs to the scorer. The evidence will be chosen so that the pilot's best possible score, from all correctly obtained data, will be taken for flight verification. Pilots may submit evidence for a flight using data from two (or more) GPS units, each covering part of the flight as long as the meet director is satisfied that the data is genuine.

B. IGC Standard Equipment.



Competitors who wish to use IGC standard equipment are welcome to so, provided the competitor provides all necessary hardware and software, and all IGC standards are properly followed.

C. Registering GPS Units.

1. The Meet Director may require pilots to register the make, model and serial number of all GPS devices that they intend to use during the competition with the competition scorer. If the device a pilot registered is damaged during the competition the pilot may wish to use an alternative device. If the Meet Director requires such registration, any such alternative device would have to be registered prior to a pilot launching to fly a round for which the pilot hopes to use the device's track-log for verification.

2. The Meet Director must ensure that each pilot has a unique make, model and serial number combination (i.e. no pilots are sharing devices) and they or their assistants must check the device's make, model and serial number prior to every task verification. Any GPS submitted which does not match the lodged information will be rejected for verification.

D. Sectors

1. The type of sectors used in a competition will be stated in the Meet Specific Rules. If there are no Meet Specific Rules, cylinders of 0.25 mile radius shall be used for turnpoints.

2. Competitions may be run on the basis of using a variety of different sector types.

E. Cylinder sectors

1. Cylindrical sectors may be used in competition. The radius of the sectors will be publicized at the general briefing, and if this is to be changed during the competition, the new radius will be publicized at the pilot briefing prior to the task.

2. The task shall be measured as the shortest possible distance, passing through the centers of each cylinder, in the correct sequence.

F. Start and finish sectors

1. There are a variety of options available concerning start and finish sectors. Competitions will only use start and finish features available in the various approved software packages. A variety of different start and finish sectors may be used in a task.

2. Pilots must be informed as to what options are available to them at the general briefing, and if this is to be changed during the competition, the new changes will be publicized at the pilot briefing prior to the task.



G. Track log

1. The pilot must provide an unambiguous track log that shows without doubt that the data was collected by the pilot of the hang glider on the flight in question.
 - Of the declared turn point feature from the correct location in the correct sequence.
 - Between the takeoff and landing.
 - With all relevant information being present on the track log.
2. The track log must show for any start, goal or turn point that is claimed for the flight, one of the following:
 - A point within the sector
 - A waypoint entered with 'Mark Enter' within the sector
 - A pair of points or a point and a way-point not more than 60 seconds apart for which a straight line drawn from the first point to the second point passes through the allowable sector.
3. Where the point being claimed is a start point (and the task allows the pilot to choose their start time) and the track-log has 2 points either side of the start or goal line at most 60 seconds apart, then the start or end time is then interpolated from these points (constant speed being assumed). Otherwise a start time is taken from the last (in time) point within sector of the start point.
4. If the GPS time is to be used, the same timing rules apply as for a start except that the Meet Director has the option of using the time determined by the extrapolation of the speed from the previous pair of track points before the goal.
5. Where GPS flight verification is used to determine finish times, the time will be interpolated from the pair of track-log points prior to and after crossing the edge of sector gate (a constant speed is assumed), or from the extrapolation of a pair of points immediately prior to the goal, provided that the extrapolation crosses the goal line (a constant speed is assumed).

H. Errors in Coordinates

Start point and turn point coordinates may be named in any way the Meet Organizer deems appropriate. If any are named for nearby physical features, the coordinates and NOT the physical feature will define the turn point location. Goals may be based either on the coordinates OR on a physical line but the default for any meet must be specified in the Meet Specific Rules and any exceptions announced at the daily briefing. Changes to turn point coordinates may be made or new turn points added at or prior to the task briefing, however in such cases sufficient additional time must be allowed for careful manual entry or downloading of the new data.



I. General Verification Rules

1. The track-log must contain on average at least 1 point for every five minutes of on course flying time (points taken prior to the start and after goal are not counted). e.g. a 2-hour flight must contain at least 24 track-log points between the start (launch or start point) and goal or the end of the flight.
2. The verification software will confirm that all points used to verify the flight occurred at reasonable times (e.g. on the day in question, between the start of the task and the end of the task, and showing the correct chronology of start and turn points).

J. Claiming best distance on task

A pilot not landing in goal will be scored distance according to their best in-flight track log point or their landing point, whichever gives a better result. In either case, the timestamp of this point must be consistent with the flight being claimed and any “land by” times that may be in force.

K. Rejection of track log

The Meet Director has the discretion to reject any track-log, or part thereof, if she/he feels it does not show sufficient evidence that the claimed data is genuine.

L. Stopping the task

If a task is stopped, the pilots will still be scored up to the point in time when the day was stopped. For those pilots not in goal at the task stop time, distance points will be awarded based on best in-flight track log point or landing point recorded prior to or at the stop time. No other means of flight verification will be accepted if the task is stopped. Pilots who do not present a valid track log will in this case be given a landing score according to an agreed procedure, but aerial photographs claiming a position over the ground will not be accepted. Pilots without a valid GPS track will be at a disadvantage.

M. Time based dispute

1. If the launch is within the start sector, and a pilot fails to provide proper evidence of his start time, but there is sufficient evidence that a pilot launched during the launch window and did not start prior to the opening of the start window, then the pilot is awarded a start time equal to the start window open time. The pilots elapsed flight time is then moved so that it begins at the time of the first start time of the pilots in goal (so that the Departure Point system is not compromised). If the pilot’s new (artificial) goal time is outside of the announced goal closing time, the pilot is awarded goal distance only.
2. If a pilot cannot provide evidence that he launched and or started during the start time window, either by correctly obtained GPS evidence or by the records of the competition, then the pilot is awarded minimum distance for the round.



3. If a pilot fails to provide evidence of finish time when required, then, the pilot is awarded distance points only. If a “land by time” is in effect, any pilots still in the air at the land by time will be scored distance according to their best in-flight track log point prior to the land by time.

N. Authenticity dispute

If the competition director rejects the track-log, or part thereof, on the grounds that she/he feels it does not show sufficient evidence that the claimed data is genuine. Then, the pilot is awarded zero points for round.

6.4.Finish

- A. Landing will be defined as the point, after a successful launch, at which the pilot or glider makes weight-bearing contact with the ground or with an object affixed thereto or resting upon.
- B. The nose plate of the hang glider or the body of the paraglider pilot must cross the goal line before landing. The pilot may cross the goal line in any direction unless otherwise specified in the task.
- C. If the Meet Director selects a goal configuration that employs Goal Officials then the pilot must cross the goal at an altitude that enables positive identification by the Goal Officials.
- D. 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.
- E. The competitor shall also turn in any required paperwork and/or 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.

Pilots may delegate drivers, other pilots, etc., authority to report their landing location. However, each pilot is individually responsible for the accuracy of his report. Accuracy is crucial to scoring and is part of the task. Pilots, as well as drivers can and should work together to insure accurate reporting. After the reporting deadline, reported landing locations which are determined to have been inaccurately placed too close to goal will result in a penalty 10 times the inaccuracy being subtracted from the pilot's distance. Deliberate falsification of landing details will result in disqualification. (EXAMPLE: Pilots A, B, and C land together. Pilots B and C assure A that they know where they landed and all report the same landing location. Later, just before the deadline, D arrives and remarks that A, B and C have understandably, but inaccurately, reported their landing location 1/2 mile too close to goal. after investigation proves D to be correct, A, B and C each have 5 miles subtracted from their distance.)



6.5. Scoring

The approved USHPA scoring system is the GAP (and the later version of the GAP) system and the Race scoring program or any other scoring system approved by the CCC. When using the Race program, each pilot's daily score will be computed according to the most recent version of GAP decided by the Meet Director, but at least one that is as current as that used in the previous year in USHPA sanctioned meet or International level competitions.

Provisional Scores will be posted as soon as possible after a round. After examination of flight documentation, application of penalties, etc., Official Scores will be posted. Provisional and Official Scores will be so noted. Meet directors are encouraged to post the daily and final results in as timely a fashion as possible on the web.

6.6. Round Validity

Round validity will be determined by the USHPA approved scoring system.

6.7. Task Cancellation and Stopping a task

Meet Organizers are required to have a system to notify pilots of task cancellation or task stoppage prior to the completion of the task because of weather or other safety considerations that the pilots cannot avoid. If the task is cancelled the round will not be scored.

Meet Directors may stop a task if they feel that to continue the task would be unsafe. (See Section 6.3L)

6.8. Penalties

- A. The Meet Director will have sole authority to assess penalty points or disqualify a competitor from further participation in the contest and will be expected to do so in cases of flagrant violations of the USHPA Competition Rulebook or the Meet Specific Rules. Penalties may be assessed against the competitors' daily or cumulative score, at the Meet Director's discretion. The Meet Director is not required to issue verbal or written warnings prior to assessing penalties or disqualifying a competitor. Officials and competitors will report rule infractions to the Meet Director.
- B. Penalties assessed by the Meet Director, or disqualification of a competitor from the contest, will automatically be reviewed by the Protest Committee. The penalized or disqualified competitor will be given the opportunity to present information to the Protest Committee. Time and distance penalties for late takeoffs, late landing reporting and incorrect landing reporting are specifically stated in the rules and are not subject to review without the filing of a formal protest.



7. Complaints, Protests and Appeals

7.1. Complaints

- A. A complaint is a verbal request by a competitor to the designated official, usually the Meet Director or Safety Director, to investigate operational matters with which the competitor is dissatisfied.
- B. If the competitor is still dissatisfied; he may file a protest.

7.2. Protests

- A. 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.
- F. A fee may be required and may or may not be refunded as determined by the Meet Specific Rules. 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.

7.3. Appeals

- A. 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 CCC c/o USHPA headquarters. Such an appeal is to be filed with USHPA Headquarters not more than 30 days after the end of the meet in question.
- B. The CCC will rule on the appeal within 60 days of the receipt of the appeal by the USHPA. He may or may not choose to conduct his own research on the matter, and has authority to alter the final results of the contest in response to such an appeal in the event he finds compelling evidence to support the claims of the appealing pilot.

8. Responsibilities and Obligations of Competition Pilots

8.1. Entry Fees

Pilots will produce payment of specified entry fees by the date and time specified.

8.2. Forms

Pilots will complete fully and accurately all application, entry, request and release, liability, and produce proof of USHPA membership and/or glider certification when requested.

8.3. Briefings

Pilots will attend all meetings, briefings, roll calls, etc. as requested.



8.4. Competition Rules

Pilots will become thoroughly familiar with competition rules and address questions to proper officials prior to the first round of competition.

8.5. Punctuality

Pilots will make themselves and their equipment ready for launch in a timely manner and will execute a safe launch in the time made available to them by the Launch Director, following the prescribed order of flight. Pilots have the right to decline launch if they think conditions are unsafe.

8.6. Flight Technique

- A. It is the pilot's responsibility to fly safely and to round turn points and to execute starts and finishes in an unambiguous manner.
- B. All competitors will comply with FAR Part 103.
- C. Pilots will follow generally accepted right of way and thermal etiquette rules.

8.7. Keeping Informed

It is the pilot's responsibility to keep up with all schedule changes, course modifications and rules amendments. Ignorance of the rules, tasks, etc. including changes made verbally at pilot's meetings, will not be considered a valid reason for exceptions to said rules. Allowing such exceptions would unfairly disadvantage competitors following the rules.

8.8. Code of Conduct

- A. Competitors and their ground crews will maintain a standard of conduct which will not bring discredit upon their fellow competitors, the Meet Organizers and administrators, or the sport of hang gliding in general. Competitors are required to act in a manner that will promote the continued practice of hang gliding in the area, including, but not limited to:
 - 1. All gates must be left as they are found.
 - 2. Care must be exercised when moving personnel and gliders across fence lines to prevent damage.
 - 3. Vehicles will only be driven on roads and at reasonable speeds.
 - 4. Land well clear of stock.
 - 5. Do not land in crops. If landing in a cultivated field - hay, wheat, etc. - is unavoidable, the pilot must find the landowner, or landowner's representative, and request to pay for any resulting damage.



6. Complaints from property owners/lease holders may result in penalties. Competitors are responsible for the actions of their ground crew.

B. Members of the USHPA who participate in USHPA Sanctioned events, and FAI Sanctioned events, and other events where their participation results from an appointment by the USHPA, including but not limited to competitions, agree as a condition of their participation in such events, to conduct themselves in a sportsmanlike manner.

C. Refer to the USHPA Policy Manual for details.

8.9. Emergencies

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

9. The National Championship

9.1. Purpose

The purpose of the Nationals shall be to provide an advanced level of competition for qualifying competitors.

9.2. Sanction Applications

Persons wishing to organize the U.S. National Championships shall submit a Sanction Application in writing to the USHPA Board of Directors in care of the CC. Such applications are to be submitted at the earliest possible date, but no later than by the Fall Board of Director's Meeting. The CC will review any application submitted and either grant or decline it. It is permissible to bid for the U.S. Nationals for any of the classes 1 through 5 or any combination thereof.

9.3. Dates

The schedule for the meet shall involve one period of no more than nine days during which the pilots are required to be at the site of the contest.

9.4. Trophies and Awards

At the conclusion of the Nationals competition, the following titles shall be awarded in all Classes represented at the Nationals:

- A. U.S. National Champion - Class 1 through Class 5 - To the highest placing U.S. pilot in Class 1 through Class 5.
- B. U.S. Women's National Champion - Class 1 through Class 5 - To the highest placing U.S. woman pilot in Class 1 through Class 5.

NOTE: Those pilots as defined above are the only ones recognized by the USHPA as qualifying for the title: "U.S. National Champion".



10. International Competition and National Team Selection System

10.1. General

The selection of any U.S. National Team for international competition, including the FAI World Championships, will be based on the proven ability to compete, as measured by the USHPA NTSS.

10.2. Team Selection

- A. The number of pilots to be sent shall be the number of competitors invited by the international Meet Organizers. These pilots shall be chosen in order from the NTSS ranking for Class 1, through Class 5.
- B. Notice of the competition and an application form will be sent by the CCC or Team Leader to the top fifteen pilots in the NTSS ranking at the earliest practical date, but not less than four months prior to the competition. Pilots wishing to become team members must return said application with a deposit in the amount specified by the CCC by the deadline specified, which should be between three and four months prior to the start of the competition. Those funds will be returned by the Team Leader upon arrival in the contest country. The highest ranking N pilots where N is the number of pilots invited by the Meet Organizers, who return their application and deposit prior to the deadline, will be selected for the team, following the end of the ranking period. The pilot ranking shall be determined as follows:
 1. Ranking used shall be the NTSS ranking as of January 1st in the year that the competition takes place unless specified otherwise by the CC.
 2. For meets which begin between October 1st and March 31st, the ranking shall be established, in accordance with the procedures as outlined in section 10.5 but substituting that year-to-date and the previous year, respectively, for the first and second years immediately previous to the ranking date.
 3. Alternates to be selected by straight ranking.
 4. On US Paragliding Teams comprised of three or more pilots, one member of the Team shall be designated by the Team members subject to the approval of the Paragliding sub-committee chairman. In the event of a tie, the Paragliding sub-committee chairman shall cast the tiebreaking vote.

10.3. U.S. Team Delegation

The top five ranked pilots shall nominate a Team Leader 6 months prior to the competition to be approved by the CC. The CCC will manage the process.

- A. The Team will elect the Team Captain.
- B. Necessary support staff, as determined by the Team Leader, will be selected in consultation with the Team Captain and as many of the team members as practicable.



10.4. U.S. Team Support Plan

- A. The Team Leader will be responsible for the logistical and financial support plan for the team, as well as the organization of transportation to and from the competition site.
- B. The Team Leader or his designate will be responsible for briefing the team members concerning passports, visas, FAI Sporting Licenses, and nationality documents if required. The Team Leader will also see to the details concerning team uniforms, periodic newsletters, and an accounting for and/or return of any USHPA monies, as required.
 - 1. USHPA funds shall be disbursed according to the following order:
 - 2. Pilot entry fees.
 - 3. Team leader airfare and housing expenses.
 - 4. Team vehicle expenses.
 - 5. Team member expenses.
 - 6. Team Leader expenses.
- C. Team crewmembers shall be paid by the Team Pilots prior to the start of the meet. The amount shall be decided by the Team Leader and Team Pilots.

10.5. National Team Selection System

A. Purpose

The purpose of the NTSS is to provide a national pilot ranking based on objective measurement of a pilot's proven ability to compete against other pilots of proven competitive ability. The purpose of this ranking is to select pilots for U.S. National teams which will fly in international competitions such as the FAI World Championships.

In addition, the purpose of this ranking is to encourage U.S. hang glider and paraglider pilots to participate in competitions and earn NTSS points through their participation.

In order for the results of any meet to be considered in the NTSS ranking, a report of the meet results must have been received by the USHPA office by the date on which the NTSS ranking is required to be computed. Such report must contain all information required for the NTSS ranking computations. The date on which a competition ends is the official scoring date for the meet. Assuming the necessary report has been filed in a timely manner, the NTSS will consider in this ranking the results of any USHPA Sanctioned Meet which has been posted in the USHPA website calendar at least two months prior to the scheduled start of competition



and at least one month prior to the close of registration and the NTSS will consider any foreign meets which:

1. Are sanctioned by the national FAI affiliated aero club of the host country.
2. Have at least one U.S. pilot competing in it.

B. Annual Ranking

Pilots are ranked by the system in Class 1, through Class 5 once each year, on January 1, and retain that ranking throughout the year. A pilot's ranking is based on his total points accumulated in his best four meets from the two years immediately previous to the ranking year. (See section 10.2 for the exceptions to this procedure.) No more than two meet results may be considered from the first year in the two year window. All pilots who compete in sanctioned meets will receive NTSS points, except, because the World Meet is an invitational meet it will not count towards the NTSS.

No more than 2 foreign meets may be used for the Annual Ranking.

C. Operating Principles of the NTSS ranking System

Class 1 through Class 5 points are earned by a pilot for a given placing in a meet, according to the Class of glider flown based on the pilot's final score as compared to the winner's final score.

D. Computation

1. Each competing pilot in the meet (a competing pilot is one who has duly registered and flown at least one competition day) who is NTSS ranked 80th or higher brings points to the meet in accordance with the following schedule:

Pilots ranked 1st - 10th: 45 points

Pilots ranked 11th - 20th: 30 points

Pilots ranked 21st - 30th: 20 points

Pilots ranked 31st - 40th: 14 points

Pilots ranked 41st - 50th: 9 points

Pilots ranked 51st - 60th: 6 points

Pilots ranked 61st - 70th: 4 points

Pilots ranked 71st - 80th: 2 points

2. To compute the points available in a meet, add the points brought by the top fifteen pilots up to a maximum of 600 points.



The points earned for first place in the meet is the total of the points brought to the meet by the top 15 pilots (up to a maximum of 600 points) plus 10%.

All other pilots earn points based on the following formula: (Pilots total score/Winner's total score) x (Winner's points - 10% bonus).

E. Foreign Pilots

1. Per CIVL rules, a pilot is considered a foreign pilot until he has lived in the U.S. as an Immigration Service designated permanent resident for over 3 years. Other foreign born pilots living in the U.S. may be designated U.S. pilots by the CC on a case by case basis.
2. Foreign pilots are welcome and allowed in USHPA Sanctioned competitions.
3. The NTSS ranking is made up only of U.S. pilots. However, the NTSS recognizes, for the purpose of points calculation, an equivalent foreign pilot's ranking according to the most current WPRS ranking with the top 20 places equal to the top 10 U.S. pilots and the WPRS ranking 21 through 40 equal to the NTSS 11 to 20 and so on up to WPRS 140 through 160 equal to NTSS 70 through 80.

F. Minimum Meet Validity requirements

1. The only other factor affecting the NTSS points earned in for a given placing in a meet is the meet validity factor, which is a measure of whether or not the final placing in a meet can be expected to accurately reflect the relative ability of the pilots who competed. The minimum met validity assumes that the winner scored by the GAP or other CCC approved scoring system will accumulate at least 3,600 points in a valid hang gliding meet or 3,000 points in a valid paragliding meet.
2. **VALIDITY PENALTY.** If a meet does not meet the minimum validity requirements above, the NTSS points for each placing in the meet shall be reduced as follows:
 - Divide the winner's points by 3,600 in a hang gliding meet or 3,000 in a paragliding meet to obtain the validity factor.
 - Multiply this percentage by the NTSS points which would have been earned for each placing if computed without consideration of the minimum validity requirements.
 - For example, if a meet winner scored only 2,950 points, then the validity factor would be $2,950/3,600 = 0.819$.

G. Lists of Ranked Pilots

The addendum contains the list of all U.S. pilots with NTSS rankings of 80th or higher.



10.6. National Team Member Code of Conduct

Members of the USHPA National Team agree, as a condition of their participation on the team, to be bound by the following code of conduct:

That they will abide by the laws of the United States of America and of the host country. That they will conduct themselves in a sportsmanlike manner, and in a manner consistent with the best interests of the team, according to the direction of the Team Leader.

The Team Leader has the authority to remove from the Team a member who in the opinion of the Team Leader violates this code of conduct.

"As a condition of participation on the USHPA ____ (insert meet title) ____ Team, I agree to abide by the laws of the United States of America and of the host country, and will conduct myself in a sportsmanlike manner, and in a manner consistent with the best interests of the team, according to the direction of the Team Leader."

