

# **2016 Rat Race/Sprint Paragliding Competition**



**USHPA**  
UNITED STATES HANG GLIDING  
& PARAGLIDING ASSOCIATION  
™

## **Competition Rulebook**

**Woodrat Mountain, Ruch, Oregon**

## June 19 - 25th, 2016

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## Introduction

Greetings Pilots,

Please take the time to study the rules for this contest. Free flight racing is a game we play for fun; knowledge of the rules will enhance your enjoyment of the game. For any issues that are not adequately covered by this rulebook, please ask for clarification. I look forward to flying with you.

Mike Haley  
Meet Director  
2016 Rat Race/Sprint Paragliding Competition

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## 1. General

### 1.1 *Rulebook Origins and Scoring*

**Rat Race/Sprint Paragliding Competition** (hereafter referred to as the “2016 Rat Race/Sprint”) rules are adapted from the current USHPA Competition Rulebook. The USHPA Rulebook is recommended reading for pilots entered in the 2016 Rat Race/Sprint. The USHPA Rulebook can be downloaded from: [www.USHPA.org](http://www.USHPA.org). Section numbers in parentheses refer to relevant parts of the USHPA rulebook.

We will be scoring both Race & Sprint for NTSS during the event. Rat Race/Sprint 2016 Competition will only allow certified wings and the following rules will apply:

- Rat Race will allow all EN class gliders (modified as needed to fit CCC requirements) and CCC gliders. Rat Race will not allow uncertified paragliders.
- Sprint will only allow paragliders with an EN certification of A, B or C. Sprint will not allow uncertified paragliders, paragliders with an EN D rating OR CCC gliders.

Rat Race Sprint is a more relaxed event with shorter more modest task. Therefore, it is expected that many pilots flying EN C gliders will choose Rat Race Sprint.

## 1.2 Location

Meet Headquarters will be in Ruch, Oregon (hereafter referred to as the “RAT RACE/SPRINT HQ”. The RAT RACE/SPRINT HQ phone number is (541.899.5972) Woodrat Mountain will be the primary Launch area.

## 1.3 Schedule and Time

**Onsite Pilot Sign-In: Friday June 17 from 4:00 - 8:00 pm, Saturday June 18 from 8:00AM - 9:30AM and 4:00 - 6:00PM at the RAT RACE/SPRINT HQ. Late pilot sign-in is Sunday June 19th, 7:30 - 8:30AM.**

**Mandatory Pilot Meeting: June 18 6:00-7:30 PM at RAT RACE/SPRINT HQ.**

**Official Waypoint Download: Downloading online is expected. If you have difficulty, Saturday June 18 8:00 - 9:30 AM and 4:00 - 6:00 PM**

Competition: June 18th- June 25th, 2016

Pilot Awards: June 25th, 8:00 PM, at the RAT RACE/SPRINT HQ.

Official time is UTC minus 7 hours.

No official rest days are planned. Saturday June 13th is planned as an official practice day. There are no rain, weather, or contingency plans to extend or postpone the competition.

### 2016 Rat Race/Sprint Daily Competition Schedule

Operation	Location	Time
<b>HQ Open</b>	<b>RAT RACE/SPRINT HQ</b>	<b>7:30 AM</b>
<b>Daily Pilot Meeting</b>	<b>RAT RACE/SPRINT HQ</b>	<b>8:30 AM</b>
<b>Transportation to Top</b>	<b>RAT RACE/SPRINT HQ</b>	<b>Approximately 9:45 AM</b>
<b>Task Committee Meeting</b>	<b>Woodrat Mountain</b>	<b>Approximately 11:30 AM</b>
<b>Launch Open</b>	<b>Woodrat Mountain</b>	<b>Variable</b>
<b>Launch Close</b>	<b>Woodrat Mountain</b>	<b>Variable</b>
<b>Mentoring Class for RR &amp; Clinic Pilots</b>	<b>Meet HQ</b>	<b>7:00 PM</b>
<b>Reporting Deadline</b>	<b>Meet HQ</b>	<b>Variable</b>

**This schedule is subject to change.** Any changes to the schedule will be announced by the Meet Director at the Daily Pilot Meeting.

## 1.4 Entry fees

All entry fees must be paid in full before the first round of competition. Fees will not be refunded to disqualified competitors.

This year pilots may register as always by submitting their registration and check with a postmark of February 15th or later. Entry fees submitted by check will have eligibility determined by the postmark on the check envelope, not by the date the check envelope was received.

For pilots out of the county or just wishing to pay electronically, there will be a secure Visa/MC available on-line. The date the Visa/MC number is received will be considered the date of postmark.

There will be no advantage to either method as to determining the entry selection.

Entry fees postmarked prior to February 15, 2016 will be given a one week penalty and considered postmarked February 20, 2016.

### **1.5 First 30 Days of Registration**

All competitors should be registered on a first-come, first-serve basis except during the first 30 days of registration, where 30% of the available places may be held for the top 20 NTSS and top 30 WRPS ranked pilots.

### **1.6 Rule Changes**

Any changes in the 2016 Rat Race/Sprint Rulebook will be announced at the Daily Pilot Meeting and will be posted at Meet HQ for pilots to read.

### **1.7 Ground Support Vehicles**

Speeding or driving off-road will not be tolerated. Competitors may be penalized if their crews drive off-road, speed, or operate their vehicles in an unsafe or impolite manner. Competitors will be held responsible for any road damage caused by their crews beyond normal wear and tear.

## **2. Competitor Qualifications**

Minimum age for competitors is 18. USHPA P3 or foreign equivalent required.

## **3. Competitor Responsibilities**

### **3.1 FAR Part 103 and Cloud Flying**

Cloud flying is unsporting, dangerous, illegal, and against the 2016 Rat Race/Sprint rules. The penalty for a pilot will be a zero score for the day. The penalty for the second verified infraction will be disqualification from the meet. Photographic evidence will be required to verify infractions in all cases except where the Meet Director and/or Safety Director visually identifies the pilot violating the rules.

### **3.2 Right of Way**

Pilots will follow generally accepted right of way and thermal etiquette rules. During the period when the Launch is open, pilots who have not yet crossed the start line (usually an exit start cylinder centered at Launch, but possibly an entry/exit cylinder centered at the first Turnpoint) will make all thermaling turns in the direction specified by the Meet Director at the Daily Pilot Meeting.

### **3.3 Midair Collision**

Competitors involved in a collision must not continue the flight if the structural integrity of any of the involved gliders is in doubt. Pilots will be scored as if they had landed at the point of the collision. **Midair collisions must be reported** to the Meet Director. Individual reports from all the involved pilots are required. Severe penalties will be assessed for failure to report a collision.

### **3.4 Briefings and Rules**

It is the pilot's responsibility to understand the 2016 Rat Race/Sprint Rules, to attend the Daily Pilot Meetings, and to keep up with all schedule changes, course

modifications, and rule amendments. Failure to attend daily pilots meetings could result in pilot disqualification.

## 4. Equipment

### 4.1 Gliders

All gliders may be subject to a safety inspection by the Meet Director and/or Safety Director at any time. Any glider deemed non-airworthy by the Meet Director and Safety Director will be prohibited from flying.

#### 4.1.A Glider Classes

The 2016 Rat Race/Sprint is open to Paragliders only. For the purpose of determining a paraglider rating, Rat Race/Sprint will recognize the rating labeled on the wing itself.

**4.1.B PG Serial Class** A glider that has an EN certification of D.

**4.1.C PG Sport Class** A glider that has an EN certification of C.

#### 4.1.D Switching Gliders

Switching gliders is allowed. However, *all glider switches must be approved by the Meet Director and reported to the scorekeepers before flight.* Unapproved glider switches may result in penalties.

#### 4.1.E Glider Identification

Glider numbers will not be required.

### 4.2 Radios and Mobile Telephones

Rat Race/Sprint Organizers recommend radios that are capable of receiving and transmitting on the USHPA frequencies. One of those frequencies will be selected as the official USHPA meet frequency, and that information will be announced at the Daily Pilot Meeting. In the interest of safety, radio use will not be restricted except that radios cannot have external mics plugged in before launch. Any pilot operating a voice-actuated microphone on the official USHPA meet frequency will be penalized.

In the interest of safety there are no restrictions on mobile telephone use.

**NOTE:** All pilots and crews are requested to submit their mobile telephone numbers and intended radio frequency of choice during registration.

The Meet Organizer will cooperate with national and local radio regulatory groups if pilots are found operating without a valid Amateur License or USHPA PA authorization, or for other infractions, such as using restricted frequencies.

### 4.3 Global Positioning System Receivers

Flight verification will be by computer using the FS or Compe-GPS program. GPS receivers compatible with FS or Compe-GPS are required equipment for all competitors. Most Garmin models including the 12, II, III, 72, and 76 series and a select subset of eTrex models, Brauniger Compeo and Competino, Flytec 5030 and 5020, MLR, and Top Navigator GPS receivers are compatible with Compe-GPS. Pilots not using Garmin GPS receivers must provide their own data transfer cables. The mapping/scoring system is based on the WGS84 Datum and the required format for reporting landing position is degrees, decimal minutes i.e., hddd°

mm.mmm' (for example, N19°08.165', W100°41.678' ). Compatible backup GPS receivers are permitted.

**NOTE:** All competitors are required to download the Official Waypoints from the Scorekeeper or Meet Director before the contest starts. Pilots who transfer competition waypoints from another source will not receive their 2016 Rat Race/Sprint Waypoints and **Pilot ID Number**.

Downloads will be available June 18<sup>th</sup> between 8:00 - 9:30 am and 4:00 - 6:00 pm.

Please refer to the GPS Set Up and Operation Guide included in this rulebook, for more information.

#### **4.4 Other Equipment**

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. Tasks**

#### **5.1 Task Selection**

The Meet Director will designate a Task Committee during the June 18<sup>th</sup> Mandatory Pilot Meeting. The Meet Director may change members of the Task Committee at any time during the meet. The Meet Director will select the daily task after consultation with the Safety Director and the Task Committee. Each day's task will be announced at the Pilot Meeting before launch.

#### **5.2 Alternate Tasks**

There may be alternate tasks, depending on weather and other circumstances. If alternate tasks are considered, they will be presented with the primary task at the Daily Pilot Meeting when possible. The Meet Director, after consultation with the Safety Director, will choose the task and communicate that decision to the pilots before the first competitor launches.

#### **5.3 Task Format**

Tasks will usually be cross-country speed runs from the start cylinder to a goal, with or without intermediate Turnpoints. Task variations such as single-start-time races, may also be used. The Meet Director will attempt to call tasks so that the expected flight time of the fastest pilot will be between one and a half and three hours.

#### **5.4 Safety Director**

Recognizing that the sports of hang gliding and paragliding contain inherent risk, and that competition in hang gliding and paragliding may contain even more risks, many of which no degree of caution could ever protect against, and recognizing that pilots are responsible for evaluating and determining the risks they are willing to take, the safety director is not tasked with ensuring the safety of the pilots, the officials, the spectators or any other participants in a Sanctioned Competition.

The Safety Director's responsibility is to attempt to assist participants, officials, and spectators in identifying and managing risks encountered during the

competition. To that end, a Safety Director will perform risk assessments and make the results of those risk assessments available to all participants, officials and spectators so that they can utilize those risk assessments in managing the risks that they encounter during the competition. The Safety Director may take actions to attempt to reduce the risks identified in the risk assessment.

### **5.5 Task Cancellation and Stopping the Task**

The Meet Director, in consultation with the Safety Director, has the power to stop or cancel a task after some or all of the competitors have launched due to unsatisfactory flying conditions such as deteriorating weather or emergency operations that cannot be avoided by the competitors. If the task is stopped before the First Start Time, the task will not be scored. After the first start time has elapsed, the task will be scored.

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 Meet Frequency at ten-minute intervals (i.e.; 1:40, 1:50, 2:00, 2:10...) for a period up to 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 cancelled or stopped unless he/she has received the official announcement from the Meet Officials.

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 the task was stopped (unless superseded by the Local Rules). For those pilots not in Goal, distance points will be awarded based on the best in-flight track log point or landing point recorded at the time the task was stopped. No other means of flight verification will be accepted if the task is stopped.

## **6. Launch Procedure**

### **6.1 Launch Order**

2016 Rat Race/Sprint will have a modified open launch. The “Race” pilots may or may not have a different start window than the “Sprint” pilots. All pilots may launch for the first 15 minutes of their respective launch window. On the first task, the top 25 NTSS ranked pilots will have launch priority after the initial 15 minutes. For subsequent rounds, the top 25 scored competitors will have launch priority.

Pilots must go through a control gate before they launch to confirm the daily “head count”. After pilots are suited up, hooked in and ready to launch they can move through this control gate. The pilot will be asked for pilot number and name. Next, they will do a radio check to ensure no stuck mics. Failure to report to the control gate will result in a zero for that task and we will not look for you at the end of the day as our records will show that you did not launch.

After going through this control gate, pilots will determine the pre-launch order by lining up their gliders in the order in which they intend to launch. The launch corridors must be kept open at all times, and competitors must not leave



unattended gear in the corridors. A pilot moving to the Launch Area must be ready to fly. No pilot may leave his or her glider from this time on. The Launch Director will assist with the Launch Order of the pilots in the Launch Area. **NOTE:** Be sure your GPS is ON and has acquired a position, your previous Track Log has been cleared, and a new Track Log is recording.

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..

## **6.2 Launch Window**

The launch may open as early as 12:00 noon each day and close as late as 4:00 PM, unless otherwise specified by the Meet Director at the Daily Pilot Meeting.

## **6.3 Start Procedures**

A Start Cylinder, defined by GPS coordinates, will be used for all starts. An exit cylinder will typically be centered at launch, but an entry/exit cylinder may be used instead, centered on the next turnpoint in the task, with a radius to be announced. Cylinder type, location, and radius will be specified at the Daily Pilot Meeting. Pilots must simply fly out of or into the Start Cylinder to start.

There will normally be one start time in the Rat Race. The Rat Sprint will likely use multiple start times, with a pilot's speed run time calculated from the latest start time before the pilot's last crossing of the start cylinder. For example, if the start times are 12:00, 12:20, and 12:40, and a pilot crosses the start gate in the time span from 12:20:00 through 12:39:59, his/her time will begin at 12:20. Pilots must have at least one tracklog point inside the exit cylinder, or outside the entry cylinder, with a time later than the first start, or they will receive Minimum Distance for the day unless the launch is within the Start Cylinder and there is sufficient evidence that the pilot launched during the Launch Window and did not start prior to the First Start Time then the pilot is awarded a start time equal to the First Start Time. The pilots elapsed flight time is then moved so that it begins at the time of first start time of the pilots in goal (so that the Departure Point system isn't compromised). If the pilot's new (artificial) goal time is outside the announced goal closing time, the pilot is awarded distance points only. Start times will be announced at the Daily Pilot Meeting. GPS Track Logs will be the only method of determining start times.

## **6.4 Reflights**

Reflights will be allowed.

## 6.5 Turnpoints

Turnpoint Cylinders, defined by GPS coordinates, will be used for all Turnpoints. Cylinder radius will be specified at the Daily Pilot Meeting, but it will normally be 400 meters. Pilots must fly **through** (not around) the Turnpoint Cylinder to achieve the Turnpoint. To qualify, there must be at least one tracklog point inside the cylinder, or a straight line between two consecutive track points not more than 60 seconds apart, that must pass through the edge of the cylinder. GPS Track Logs will be the only method of determining whether pilots have flown through Turnpoint Cylinders. “Mark-enter” points will be accepted as additional Turnpoint evidence, but only if these points are clearly consistent with nearby parts of the tracklog.

## 7. Finish

### 7.1 Finish at Goal

A Goal Cylinder or Goal Line Half Cylinder, defined by GPS coordinates, will be used for all finishes. The Goal Cylinder or Half Cylinder radius (usually 400 meters, like other Turnpoints) will be specified at the Daily Pilot Meeting. Pilots must fly into the Goal Cylinder to finish, and they may enter the Goal Cylinder on any heading, at any altitude. Pilots who enter the Goal Cylinder after the goal is closed will receive distance points, but they will not receive speed points.

Where practical, there will be a Goal LZ near the Goal Cylinder. Pilots are not required to land at the Goal LZ. The Goal LZ will be as close to the Goal Cylinder as practical. If the Goal LZ is outside the Goal Cylinder, it will be moved BACK along the course line whenever possible.

GPS Track Logs will be the only method for recognizing and timing Goal crossings.

### 7.2 Finish Short of Goal or 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 “Task End” times that may be in force. By default, the Task End Time will be the Goal Close Time, and in any case the Task End Time will be no later than civil twilight.

### 7.3 Reporting

Reporting at the end of the day is a required part of the task. This year, there will be multiple reporting opportunities. Competitors must report by *at least* one of three methods. They may: 1) Sign the daily “Pilot Return Log” at meet HQ, 2) Sending a Spot or Delorme message stating “I have landed safely **and** get a return text confirmation after a text message has been sent to the designated communication officer, 3) Sign a check-in sheet at the daily goal field **if** being handled by a Rat Race Representative.

There will be a Google Document Page on a monitor at HQ near the Scorekeeper room that will be updated continuously. Pilots will see their individual pilot # turn

green as we determine their retrieve condition. Pilots are required to monitor their own condition to ensure that the organization has received correct information about your retrieve condition. Remember, it is your responsibility to ensure we know you are safe and sound. Mistakes happen and pilots do sign on the wrong line during check-in, so you are responsible to make sure we know you have returned safely each day.

**Pilots who fail to do so will lose their daily score, be penalized financially or at the very least will be responsible for any search and rescue expense. Second offence can expect to be removed from the competition without refund. A retrieve committee will decide on a case by case situation.**

In addition to being part of the task, reporting in is a final safety check and “head count” of pilots at the end of the flying day. Pilots who did not fly and those who flew and “bombed out” are still required to check in before the Reporting Deadline. Pilots who cannot get to Goal or Meet HQ before the Reporting Deadline must contact meet staff by phone or radio before the deadline.

Pilots must also offer their GPS Track Logs for downloading before the Reporting Deadline, which will be specified for each task.

Deliberate falsification of flight and/or landing data will result in disqualification. If there is a problem with the GPS Track Log due to equipment malfunction, a backup GPS will be called for. If no backup GPS is available, pilots may be penalized or given Minimum Distance for the day.

## **8. GPS Flight Documentation**

Performance measurement will be by computer using FS 1.2.6. version or later for flight verification and GAP2002 for scoring. Great Circle Distances will be calculated to within about 0.01 miles from Latitude/Longitude coordinates. Final positioning will be given as Latitude/Longitude and flight distance will be given in statute miles.

## **9. Penalties and Disqualification**

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook, the 2016 USHPA rulebook or in the 2016 CIVL Sporting Code Section 7, or for actions that endanger themselves, other competitors, meet officials, volunteers, spectators, or the flying site. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to daily or cumulative scores.

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day. The same principle holds for penalties applied to the competitor's cumulative score.

### **9.1 Protests Procedure**

Before filing a protest regarding a meet decision or a disputed score, competitors should attempt to resolve the matter through discussion with the Meet Director and other 2016 Rat Race/Sprint staff.

Protests must be made in writing no later than 24 hours after the incident being protested. A Protest Committee will consist of the Meet Director, the Safety

Director, another non-competitor, and two competing pilots, who will be selected before the first contest day. The Protest Committee will rule on any protest within 24 hours of its submission.

The protest fee is \$50. If a ruling is made in favor of the protesting pilot, the protest fee will be refunded.

## **10. Scoring and Results**

### **10.1 Minimum/Maximum Rounds**

A minimum of one round (daily task) will be necessary to declare a winner. There will be a maximum of seven rounds.

### **10.2 Daily Score**

The Scorekeeper will determine each competitor's score based on distance and time flown as determined by his/her GPS Track Log and Waypoint data. Each pilot's daily score will be computed using the GAP2002 scoring formula as supported by the FS version 1.2.6 or later. Possible GAP parameters for the GAP 2002 formula:

- Nominal Distance: 10 miles (16.1 km)
- Minimum Distance: 3 miles (4.8 km)
- Nominal Goal percentage: 30%
- Nominal Time: 1.5 hours.

The track log used to calculate a pilot's score will normally come from a single device; however partial track logs from multiple devices may be combined when there sufficient evidence to trust the results.

The pilot may choose which device is used to calculate their score. A list of supported devices is located at

<http://www.compegps.com/new/support.php?var=hardware&tipoweb=3&flash=1> in the section titled "Compatible GPS list".

### **10.3 Provisional, Revised, and Final Scores**

Provisional Scores for the previous day's round will be posted at HQ and at the Daily Pilot Meeting. Competitors are required to check the Provisional Scores and advise the Scorekeeper of any problems.

In most cases, within 36 hours after the Provisional Scores are posted, Final Scores will be posted at HQ and at the Daily Pilot Meeting. The Scorekeeper may issue Revised Scores before posting Final Scores, in which case the Final Scores will not be posted until the Revised Scores are judged accurate.

### **10.4 Contest Winner and Awards**

The 2016 Rat Race/Sprint winners will be the pilots with the highest point totals at the end of the June 25th contest day. In the event of a tie, the pilots with the highest scores before the beginning of the last round will be declared the winners. .

Awards will be presented in the “Sprint” to the top overall three pilots and Women’s Class.

## Retrieval

The 2016 Rat Race/Sprint Organization will provide retrievals. On each contest day, one or more primary retrieval LZs, and a retrieval schedule, will be specified. The retrieval route will follow the daily task and likely landing times as closely as possible. Pilots are responsible for knowing the retrieval schedule, and for making their way to a retrieval LZ or to a main road along the task route. The official 2016 Rat Race/Sprint **Retrieval Frequency** will be announced at the June 18<sup>th</sup> Mandatory Pilot Meeting.

## Emergencies

Good sportsmanship requires competitors to assist pilots who may be in trouble. Any competitor who lands to provide needed assistance in an emergency will be given a score as close as possible to the average score for the day or the average score of other pilots in their vicinity at the time of the emergency as determined by the meet director and scorekeeper. Pilots who are not in trouble must fold their canopies immediately. A wing lying open on the ground signals: “I need help!”

Emergency positions should be reported clearly and concisely by radio or phone. The recommended location reporting format is to make a distress call, then give bearing and range to a nearby official Waypoint, followed by a brief description of the problem. For example:

“Mayday! Woodrat is at two nine six degrees, 4.8 miles. I am under canopy.”

**NOTE:** This location format reduces the chance of transmission error, but it requires the GPS to be set for True North. Reference to the closest possible Waypoint will further minimize location error.

If time and communication quality allow, potential rescuers should repeat the location information and ask for confirmation. As a backup, the location should also be given in latitude/longitude format, in degrees, decimal minutes.

After communications are confirmed, switching to the emergency frequency is preferred.

## GPS Operation Guide

### GPS SET UP

All GPS receivers **must** be set with the following parameters:

- Time Zone: UTC minus 07:00 hours
- Datum: WGS84
- Position Format: hddd° mm.mmm’
- Heading: True North (not magnetic North)

The following setup is **highly recommended** for GPS receivers:

- Track Method: Fill
- Track Log Interval: At most 30 seconds
- Track Log Duration: At least 6 hours
- Units: Statute Miles.

Delete all previous waypoints and replace with official 2016 Rat Race/Sprint waypoints.

### Competition Waypoints

All competitors are required to download the Official Waypoints from the Scorekeeper or Meet Director before the contest starts. Pilots who transfer competition waypoints from another source will not receive their 2016 Rat Race/Sprint Pilot ID Waypoint. See 4.7: GPS Receivers.

To verify a turnpoint or start, at least part of a track log segment must be inside that turn point or start cylinder. A track log segment is the straight line between two consecutive track log points less than 60 seconds apart. As an added security measure to ensure the GPS records an “in cylinder” segment, the pilot should mark a waypoint while in the cylinder. If the timestamp on this waypoint is consistent with the automatic track log it may be treated as a track log point.

### 10-Step Competition GPS Check List

1. BEFORE Launching – Turn GPS **ON**.
2. **CLEAR** previous Track Log.
3. Make sure RECORD TRACK LOG is set to **YES**.
4. Make sure GPS has acquired a position before Launch.
7. **Landing short of goal– Record your landing coordinates as a waypoint.**
8. While in Goal Cylinder-Press MARK then ENTER
9. After landing: - Turn GPS **OFF**.
10. Before turning a Garmin GPS receiver in to the scorekeeper for tracklog downloading, it must be in Garmin-to-Garmin interface mode.

Pressing MARK then ENTER records a waypoint that will be added to the Track Log. This is optional, but recommended where the course line deviates significantly around the turnpoint, for example in an Out and Return. To ensure an accurate timestamp, make sure to press ENTER within 5 seconds of pressing MARK.

Pilots using GPS logging with more frequent data points, say every 5 seconds or less, need not manually enter waypoints. They can simply fly the course.

Remember: If a GPS receiver doesn't have a satellite fix it will not be recording a track log, even if it is on.

It is recommended to use 1000 mAh or better AA batteries in Garmin GPSs.

**Garmin Track Log Duration Table**

The track log duration of any Garmin receiver can be calculated as follows: (Track log time = (Track log memory data points available x Recording interval in seconds)/3600.<sup>1</sup>  
Non-Garmin models of similar capacity can also use appropriate tables below.

Models: GPS 38, 40, 45 Tracklog memory: 768 data pts.		Models: GPS 48, 12, 12XL, GPS II+ Memory: 1,024 data pts.	
Interval (seconds)	Track time (hours)	Interval (seconds)	Track time (hours)
30	6:24	30	8:32
25	5:20	25	7:07
20	4:16	20	5:41
15	3:12	15	4:16
10	2:08	10	2:51

Model: basic eTrex Tracklog memory: 1,536 data pts.		Models: GPS 72, 76, III Pilot, 12CX, eTrex Venture, Rino 110, Rino 120 Memory: 2,048 data pts.	
Interval (seconds)	Interval (seconds)	Interval (seconds)	Track time (hours)
25	10:40	20	11:27
20	8:32	15	8:32
15	6:24	10	5:41
10	4:16	5	2:51
5	2:08	4	2:17

Models: GPS V, eTrex Summit, Geko 101 Memory: 3,000 data pts.		Models: GPS 76S, 76 Map, eTrex Legend, eTrex Vista, Geko 201, Geko 301 Memory: 10,000 data pts.	
Interval (seconds)	Track time (hours)	Interval (seconds)	Track time (hours)
15	12:30	5	13:53
10	8:20	4	11:07
5	4:10	3	8:20
4	3:20	2	5:33
3	2:30	1	2:47

<sup>1</sup> Data capacities are from the Garmin website. Pilots are responsible for determining whether and how the entire memory allocation can be used for a single tracklog. The GPS III and eTrex Camo, at 2,000 points, have 98% the capacity of the GPS 72 and others with 2048 points. The GPS III+ and 12 Map have 1,900 points, or 93% of the GPS 72 capacity. The GPS II has 750 points, or 98% of the 38, 40, and 45, with 768 points.

**EMERGENCY MEDICAL INFORMATION FORM**

All competitors must complete this form before the contest starts.

**NAME** (pilot, driver, assistant, etc.): \_\_\_\_\_

**HOME COUNTRY:** \_\_\_\_\_

**LOCAL ADDRESS:** \_\_\_\_\_

**NAMES and LOCAL ADDRESSES of TRAVELING COMPANIONS:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PRIMARY EMERGENCY CONTACT NAME:** \_\_\_\_\_

**RELATIONSHIP** (spouse, parent, sibling, etc.): \_\_\_\_\_

**HOME PHONE:** \_\_\_\_\_ **WORK PHONE:** \_\_\_\_\_

**SECONDARY EMERGENCY CONTACT NAME:** \_\_\_\_\_

**RELATIONSHIP** (spouse, parent, sibling, etc.): \_\_\_\_\_

**HOME PHONE:** \_\_\_\_\_ **WORK PHONE:** \_\_\_\_\_

**MOBILE PHONE:** \_\_\_\_\_

**LIST ALLERGIES** (especially medical): \_\_\_\_\_

\_\_\_\_\_

**HAVE YOU EVER HAD ANY MAJOR SURGERIES? YES** \_\_\_\_ **NO** \_\_\_\_

**LIST WHAT SURGERIES AND WHEN** (use back if necessary): \_\_\_\_\_

\_\_\_\_\_

**MEDICAL INSURANCE PROVIDER** (if any): \_\_\_\_\_

**ANY OTHER USEFUL INFORMATION REQUIRED FOR HEALTH CARE** (use back if necessary):

\_\_\_\_\_



## RELEASE, WAIVER AND ASSUMPTION OF RISK AGREEMENT

In consideration of the benefits to be derived participating in a USHGA 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: (PRINT NAME)

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

1. **"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.
2. **"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 USHGA 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 USHGA programs.
3. **"RELEASED PARTIES"** means the following, including their owners, officers, directors, agents, spouses, employees, officials (elected or otherwise), members, independent contractors, sub-contractors, meet directors, meet volunteers, lessors and lessees:
  - a) The United States Hang Gliding Association, a California Non-profit Corporation (USHGA);
  - b) The Organizers of the Sanctioned Competition(s) in which *Participant* participates;
  - c) Each of the person(s) sponsoring and/or participating in the administration of *Participant's* proficiency rating(s);
  - d) Each of the hang gliding and/or paragliding organizations that are chapters of the USHGA;
  - e) 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;
  - f) Each of the property owners on or over whose property *Participant* may launch, fly and/or land;
  - g) 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
  - h) 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 by the 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 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* may have signed, either in the past or in the future. To the extent that there is any conflict between such agreements, *Participant* 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 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 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, AM FULLY AWARE OF THE LEGAL CONSEQUENCES OF SIGNING THIS AGREEMENT, AND THAT I UNDERSTAND AND AGREE THAT THIS DOCUMENT IS LEGALLY BINDING AND WILL PRECLUDE 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 ME 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 USHGA Number

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
 Signature of Participant's Parent or Legal Guardian if Participant under 18 years of age Date SCW 041205

**Wallet-Sized Emergency Procedures**

for reproductions and distribution to pilots, drivers, ground crews, and officials

<p style="text-align: center;"><b>EMERGENCY PROCEDURES</b></p> <p>Upon Recognition of INCIDENT: ALL PILOTS tune their radios to Emergency Frequencies (151.625 OR 146.520) and <b>CHECK IN.</b></p> <p><b>A. ONE PERSON takes charge of the incident.</b></p> <p><b>B. ANSWER 4 Questions:</b> 1) Is there going to be a delay of more than 5 minutes to make contact with pilot? 2) Is pilot injured requiring medical attention? 3) Is search and/or rescue required? (Tree landing, water or power lines). 4) Are there too few pilots available to handle the situation.</p> <p><b>IF YES TO ANY: ACTIVATE EMS: CALL 911</b></p> <p><b>C. PERSON IN CHARGE MEETS EMS at designated location. How we can assist them and integrate our special skills into their procedures?</b></p> <p><b>D. INFORM ALL PILOTS HOW THEY CAN ASSIST EMS.</b></p> <p><b>IF NO TO ALL</b> (see other side of card)</p>	<p style="text-align: center;"><b>EMERGENCY PROCEDURES</b></p> <p><b>IF NO TO ALL:</b></p> <p>A. Person in charge coordinates non-EMS recovery.</p> <p>B. Search teams composed of at least 3 person. * One of three should be trained in first aid. * All should have radios and monitor emergency frequencies and injured pilot frequency.</p> <p>C. Each group should have a GPS and know how to use it.</p> <p>D. Each search team carries rescue kit containing: * Rescue Ropes * First Aid Kit * Flashlight &amp; Compass * Water</p> <p><b>REMEMBER: EMS CAN BE CALLED AT ANY TIME AS YOU REALIZE THEY ARE NEEDED.</b></p> <p>PERSON IN CHARGE RESPONSIBLE FOR COMPLETE DOCUMENTATION AND INCIDENT REPORT TO REGIONAL DIRECTOR.</p>
<p style="text-align: center;"><b>EMERGENCY PROCEDURES</b></p> <p>Upon Recognition of INCIDENT: ALL PILOTS tune their radios to Emergency Frequencies (151.625 OR 146.520) and <b>CHECK IN.</b></p> <p><b>A. ONE PERSON takes charge of the incident.</b></p> <p><b>B. ANSWER 4 Questions:</b> 1) Is there going to be a delay of more than 5 minutes to make contact with pilot? 2) Is pilot injured requiring medical attention? 3) Is search and/or rescue required? (Tree landing, water or power lines). 4) Are there too few pilots available to handle the situation.</p> <p><b>IF YES TO ANY: ACTIVATE EMS: CALL 911</b></p> <p><b>C. PERSON IN CHARGE MEETS EMS at designated location. How we can assist them and integrate our special skills into their procedures?</b></p> <p><b>D. INFORM ALL PILOTS HOW THEY CAN ASSIST EMS.</b></p> <p><b>IF NO TO ALL</b> (see other side of card)</p>	<p style="text-align: center;"><b>EMERGENCY PROCEDURES</b></p> <p><b>IF NO TO ALL:</b></p> <p>A. Person in charge coordinates non-EMS recovery.</p> <p>B. Search teams composed of at least 3 person. * One of three should be trained in first aid. * All should have radios and monitor emergency frequencies and injured pilot frequency.</p> <p>C. Each group should have a GPS and know how to use it.</p> <p>D. Each search team carries rescue kit containing: * Rescue Ropes * First Aid Kit * Flashlight &amp; Compass * Water</p> <p><b>REMEMBER: EMS CAN BE CALLED AT ANY TIME AS YOU REALIZE THEY ARE NEEDED.</b></p> <p>PERSON IN CHARGE RESPONSIBLE FOR COMPLETE DOCUMENTATION AND INCIDENT REPORT TO REGIONAL DIRECTOR.</p>