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NUMBERS TO KNOW

HEADQUARTERS : (541) 899-5972

MIKE HALEY'S CELL : (503) 704-7004

GAIL HALEY'S CELL : (503) 789-5157

GEORGE'S CELL : (503) 887-4542

TREE LANDING AND WING REMOVAL * *CALL FOR PRICING*

- **FORREST BRAULT :** (541) 951-6606

- **LARRY BURHAM :** (541) 890-3288 or (541) 890-8716

- **BENNY :** (541) 488-5177

FREQUENCIES :

PRIMARY : 151.955

SECONDARY : 151.625

RETRIEVE : 151.925

EMERGENCY : 158.400

HEADQUARTER RULES

1. Competition credentials must be worn at all times while in the HQ
2. Due to space restrictions, competition HQ will be open ONLY to registered pilots, volunteers, RVHPA, and organizers.
3. GPS / strategies classes and pilot meetings are open for attendance by official Rat Race competitors, RVHPA local pilot annual members, and official volunteers only.
4. Park in designated areas only.
5. Keep noise to a minimum after dark.
6. Car pooling is encouraged.
7. Competition HQ is a vendor-free zone.
8. Dogs must be on a leash or in total voice control by owner.
(There is livestock near, so pets MUST stay on the property at all times.)
9. Don't let your dog chase our cat.
10. Clean up after your pet.
11. Have fun!

RIDES TO LAUNCH AND RETRIEVAL PROTOCOL

The bus driver and driver volunteers charge \$10 per ride. You can either show your ID and get the ride for FREE or be prepared to pay \$10.00, as this is what Non-Rat Race pilots will be charged. If the drivers do not know you personally, please show your ID in order to board the bus. You should have your ID on your bag AND on your body since sometimes you and your wing may be on different vehicles. Free Flyers, unless selected as an official daily Rat Race Wind Tech, will need to pay for retrieval. Spread the word to your non-competitor, non-volunteer friends if they are here for all or part of the event. MPH Sports strives to put on a great competition for the pilots and volunteers registered for Rat Race. No exceptions. No I.D., no free ride.

HUNTER LANDING ZONE PROTOCOL

There is NO KITING IN THE HUNTER LZ. PERIOD. The rule, that we all agreed to and that the LZ owner has requested, is that you ball your wing up where you touch down.

Don't kite. Just land and walk with your wing at or below head height. In your arms. Uninflated. Limp.

There are no exceptions to this rule and we ask that, as a guest, you respect this. Thanks!

DIRECTIONS TO LAUNCH AND LZ'S

DIRECTIONS TO LAUNCH FROM HQ

- Turn Right onto Hwy. #238 go 3.4 miles
- Turn Right onto Cady Road, go .5 miles
- Turn Right onto Sterling Creek Road, go 4.7 miles (second right)
- Turn Right onto Woodrat Mountain Road, go 3.1 miles
(bearing left at Y, where road goes back down the hill)

DIRECTIONS FROM LAUNCH TO MIELKE LZ (APPLEGATE LAKE)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 4.7 miles
- At Stop Sign turn Left onto Cady Road, go .5 miles
- At Stop Sign turn Left onto HWY #238, go 4.8 miles (just past Ruch Country Store)
- Turn Left onto Upper Applegate, go 8.9 miles
- Turn Right on Palmer Creek, go 1.8 miles
- LZ at Intersection of Palmer Creek & Kinney Creek / LZ on Left (1933 Kinney Creek Road)

DIRECTIONS FROM LAUNCH TO PERCELL LZ (APPLEGATE LAKE)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 4.7 miles
- At Stop Sign turn Left onto Cady Road, go .5 miles
- At Stop Sign turn Left onto HWY #238, go 4.8 miles (just past Ruch Country Store)
- Turn Left onto Upper Applegate, go approx 6 miles
- LZ is located at 6621 Upper Applegate Road

DIRECTIONS FROM LAUNCH TO RIES LZ (GRANTS PASS)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road continues down the hill)
- At end of road turn Left onto Sterling Creek Road, go 4.7 miles
- At Stop Sign turn Left onto Cady Road, go .5 miles
- At Stop Sign turn Left onto Hwy. #238, go 12.9 miles
- Turn Right onto N. Applegate Road, go 9.7 miles
(8980 N. Applegate Road, just before Springbrook Drive)

DIRECTIONS FROM LAUNCH TO APPLGATE VALLEY INN LZ (GRANTS PASS)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the “Y”, where road continues down the hill)
- At end of road turn Left onto Sterling Creek Road, go 4.7 miles
- At Stop Sign turn Left onto Cady Road, go .5 miles
- At Stop Sign turn Left onto HWY #238, go 12.9 miles
- Turn Right onto N. Applegate Road, go 5.8 miles
(13100 N Applegate)

DIRECTIONS FROM LAUNCH TO TROON VINEYARD LZ (GRANTS PASS)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road continues down the hill)
- At end of road turn Left onto Sterling Creek Road, go 4.7 miles
- At Stop Sign turn Left onto Cady Road, go .5 miles
- At Stop Sign turn Left onto Hwy. #238, go 12.9 miles
- Turn Right onto N. Applegate Road, go 4.4 miles
- Turn Right onto Kubli Road, go .3 miles
(1465 Kubli Road, turn left into winery)

DIRECTIONS FROM LAUNCH TO DARK HOLLOW LZ (TALENT/ASHLAND)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 3.4 miles
- Turn Right on Poorman Creek which turns into W. Griffin Creek Road, go 4.0 miles
- At Stop Sign turn Left onto Griffin Creek Rd., go .2 miles
- Turn Right onto Pioneer, go .8 miles
- At Stop Sign turn Left continuing on Pioneer, then bear right at next intersection
(staying on Pioneer/ stay off Carpenter Hill Rd), going 2.7 miles
- At Stop Sign turn Right onto Dark Hallow, go .8 miles. LZ field is on the left hand side of the road.

DIRECTIONS FROM LAUNCH TO DONATO'S LZ (TALENT / ASHLAND)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 3.4 miles
- Turn right on Poorman Creek which turns into W. Griffin Creek Road, go 4.0 miles
- At stop sign turn Left onto Griffin Creek Rd., go .2 miles
- Turn Right onto Pioneer, go .8 miles
- At stop sign turn Left continuing on Pioneer, then bear right at next intersection
(staying on Pioneer/ stay off Carpenter Hill Rd), going 2.7 miles
- At stop sign turn Left onto Dark Hallow, go 1.9 miles
- At second stop sign, turn Right onto Clover Road, go .6 miles
- Turn Right on Adams Road, go 1.9 miles (go straight through a couple of intersections)
- Turn into driveway on the left (7525 Adams Road – house with tile roof & turrets)

DIRECTIONS FROM LAUNCH TO BILLINGS LZ

(ASHLAND)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 3.4 miles
- Turn Right on Poorman Creek which turns into W. Griffin Creek Road, go 4.0 miles
- At Stop Sign turn Left onto Griffin Creek, go 1.3 miles
- Turn Right on S Stage Road, go 3.4 miles
- At Light Turn Right onto Hwy #99, go 1.3 miles
- At Light Turn Left onto Fern Valley, go .4 miles
- Turn Right onto I5 South on ramp
- Take Exit #19 (Ashland), turn Right onto S Valley View Road, go .8 miles
- Turn Left onto Hwy. #99, go .8 miles
- Turn Left onto Jackson, go .10, LZ on the left.

DIRECTIONS FROM LAUNCH TO EMIGRANT LAKE LZ

(ASHLAND)

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 3.4 miles
- Turn Right on Poorman Creek which turns into W. Griffin Creek Road, go 4.0 miles
- At Stop Sign turn Left onto Griffin Creek, go 1.3 miles
- Turn Right on S Stage Road, go 3.4 miles
- At Light Turn Right onto Hwy #99, go 1.3 miles
- At Light Turn Left onto Fern Valley, go .4 miles
- Turn Right onto I5 South on ramp, go 10 miles
- Take Exit #14 (Ashland), turn Left onto Hwy. #66, go 4.2 miles
- LZ on the left (just past Emigrant Dam Access Road)

DIRECTIONS FROM LAUNCH TO MARTIN LZ (ROGUE RIVER/WIMER)

- Take I5 North or South to Exit #48
- Driving South From Grants Pass turn left onto Depot Street
- Driving North From Grants Pass
- Take immediate left onto Pine
- Proceed straight through stop sign onto Pine which turns into East Evans, go 7 miles
- LZ is at the intersection of Evans Creek & Covered Bridge Road, LZ on the right

DIRECTIONS FROM LAUNCH TO JACKSONVILLE LZ

- Proceed back down the dirt road, go 3.1 miles
(bearing right at the Y, where road goes back down the hill)
- At end of road turn Left onto Sterling Creek Road, go 4.7 miles
- At Stop sign turn Left onto Cady Road, go .5 miles
- At Stop sign turn Right onto Hwy. #238, go straight thru Jacksonville
- Turn Left onto 8th Street
- Turn Right onto "D" Street, which turns into Beverly
- LZ is on the Right
- Turn Right onto N. Applegate Road, go 5.8 miles (13100 N Applegate)

WOODRAT MOUNTAIN FLYING SITE INFO.

WOODRAT MOUNTAIN FLYING SITE

The Hunter LZ is private property and a working cattle ranch. This is not a flight park. We fly here only through the long-standing generosity of local land owners.

Our ability to fly here depends on all following the rules and maintaining a quiet presence in the LZ and parking area.

SITE RULES:

- * USHPA and RVHPA memberships are required for landings here and other RVHPA LZs. RVHPA membership forms are in the Ruch Country Store (one mile down HWY 238). RVHPA membership card should be displayed. Proof may be requested
- * Once you land, pack up and leave. Do not loiter. Tread lightly. Hunter's is a working cattle ranch. If you want to hang out with friends, use Fiasco and Longsword LZs.
- * Land only in the Hunter field indicated (check map, updated frequently) Never land in a field containing horse and rider. In that event, any other field is okay.
- * One landing at the Hunter LZ per day for P3/4, H3/4; two landings per day for P2, H2s. Landing in all outlying LZ wineries are unlimited.
- * Safety First. The Hunter LZ is considered a bailout LZ, but use it any time your safety is in question. Primary LZs are Fiasco Winery and Longsword Winery.
- * No loitering on any Hunter property. We only have permission to land, pack and leave.
- * No smoking, alcohol, hanging out, standing in the road, littering, kiting, etc.
- * No dogs on Hunter property/parking area.
- * Do not land near livestock.
- * NEVER land near horse and rider.
- * Avoid cattle chute area connecting main field and feed lot.
- * No instruction except those approved.
- * No acrobatics above or near the LZ.
- * No motorized aircraft within earshot of the LZ.
- * No loud music. No loud anything.
- * Close and latch all gates used.

WOODRAT MOUNTAIN FLYING SITE INFO.

We are guests on a working cattle ranch. Please behave as if you are guests in someone's home. If you would like to visit with friends and pilots, Fiasco and Longsword LZs are happy to host you.

Unfortunately, the Hunter LZ is increasingly sensitive. Please help us meet landowner requirements. This means limiting yourself to light landing use and light parking use. All of us must educate and remind others about the rules. Please report those who are abusing their privilege to an RVHPA officer.

Consequences for breaking the rules is expulsion from landing at the Hunter LZ for a period of time determined by the RVHPA Site Preservation Committee.

Thank you for helping preserve Woodrat.

IMPORTANT RVHPA CLUB INFORMATION

THERE HAVE BEEN SIGNIFICANT CHANGES WHICH WE NEED TO BRIEF YOU ON BEFORE YOU FLY. DETAILS ARE AVAILABLE VIA THE WEB SITE LINKS ON FOLLOWING PAGE. HERE IS A BRIEF SUMMARY:

1. HUNTER LZ

The Hunter LZ is considered to be our bailout. Fiasco and Longsword Wineries are the primary landing zones.

The Hunter LZ has become extremely sensitive. As a pilot community, we must adjust our perspective about this LZ. While the Hunter LZ is unrestricted during Star Thistle and Rat Race, we have implemented new rules to reduce pressure on this LZ. First, consider that you are a guest in the Hunter's home. Behave as though you have landed in their home. Land, Pack up and depart. Do not loiter in the LZ or the parking area. Please check the Hunter parking area kiosk or the RVHPA web site for updates on LZ protocol.

Loitering is permitted, advised and encouraged at Fiasco and Longsword Wineries. Please park at these landing areas.

2. MEMBERSHIP

All pilots using Woodrat LZs are required to be RVHPA members.

Woodrat LZs include: Hunter, Fiasco and Longsword wineries. Briefly, we had to do this in order to spread the burden of site maintenance equitably. There are four membership levels.
(On following page)

1. Visiting Annual Member - \$30
2. Local Annual Member - \$60
3. Commercial Pilot Annual Member – \$100
4. 7 Day Visiting Pilot Member – \$20 for 7 consecutive days. (Includes one practice day) or 8 days for Rat Race Pilots

Memberships are available online (7-14 days in advance of your arrival), or at the Ruch Store. If you would like your membership card immediately, please use the membership kiosk at the Ruch store. You will also be able to pay your membership dues at Rat Race sign-in.

3. INSTRUCTION (ALL FORMS OF INSTRUCTION AT WOODRAT REQUIRE APPROVAL.)

TANDEM INSTRUCTION

All visiting tandem pilots need to be sponsored by a local tandem pilot prior to conducting any tandem instruction at Woodrat. Attain sponsorship through a current approved tandem instructor. Go to www.rvhpa.org for a current list of tandem instructor sponsors.

Unpaid tandem flights require a visiting pilot membership

Paid tandem instruction requires a commercial pilot membership

BASIC AND ADVANCED INSTRUCTION

Instruction at Woodrat is restricted to WMIC approved instructors only. Visiting Instructors can conduct limited instruction with direct involvement and supervision of a WMIC instructor sponsor. Sponsors include Kevin Lee, Nick Crane and Sam Crocker.

Basic instruction includes:

1. Student flights from Woodrat
2. Instructional clinics conducted at Woodrat
3. Competitions, Tours, Events

These events will require sponsorship from a local tandem instructor sponsor.

Details are at: www.rvhpa.org

Membership Requirements: <http://rvhpa.org/membership/woodrat-requirement/>

Site guide: <http://rvhpa.org/site-guide/woodrat/>

VOLUNTEERS / WIND TECHS / FREE FLYERS

... AND THE DIFFERENCES BETWEEN EACH

Please Note: The classes, seminars and meetings are closed to the public and are only available to those who are entered as a competitor in the competition.

VOLUNTEERS:

Volunteers help with everything from picking up trash, setting up tables, filling water jugs, retrieve, coordinate wind techs, help Mike, pack lunches, take tickets, make sandwiches, assist on launch, help Gail with tasks, etc. Volunteers can also act as Wind Techs.

WIND TECHS:

A pilot who is not entered in the competition, does not participate in any other job description and flies before the launch window opens is considered a Wind Tech, not a Volunteer.

Wind Techs are very valuable, and we need pilots to fly just before the daily task to help pilots identify the true conditions, however, they should not be competing with registered competitors, on course, for thermals

WIND TECHS, PLEASE BE AWARE OF THE FOLLOWING:

1. Current USHPA card required.
2. Know and obey site rules.
3. RVHPA membership required
4. Rat Race transportation plan and schedule/ If your plan is to drive to the top, please remember that the road to launch is busy from 10:00 to 3:00. Since parking is limited on top, you may be asked to drop off gear/people and then park in the wide turn outs down the road from launch and hike to fly. The road typically will be monitored from 10:00 - 3:00. The road will be signed. Traffic Direction Up the Back / Down the Back
5. Provide own retrieval (Rat Race provides daily retrieval for contestants of the competition. In the event there is room in a vehicle, the retrieval fee will be \$10.00 per person).
6. Woodrat launch will be closed during the competition launch window or until the majority of competitors are off the hill. See Launch Director for daily protocol.
7. Rat Race will designate official wind technicians for the competition. 10 Pilots will be selected daily and must be available to launch at the request of the launch director/meet director. Retrieval will be provided for these selected pilots.
8. Rat Race headquarters is a teaching facility for Rat Race contestants and space is limited. Please check with organizers to see when the headquarters is open to the public.
9. Please be respectful and considerate of property owners of the Woodrat site & surrounding areas.
10. Wind Techs should not be competing with registered competitors, on course, for thermals.

FREE FLYERS:

Free Flyers (pilots other than Competitors, Wind Techs, or Super Clinic Pilots) will not be discouraged during the week of Rat Race, however, please be aware of the following:

1. Current USHPA card required.
2. Know and obey site rules.
3. Rat Race transportation plan and schedule. If your plan is to drive to the top, please remember that the road to launch is busy from 10:00 to 3:00. Since parking is limited on top, you may be asked to drop off gear/people and then park in the wide turn outs down the road from launch and hike to fly. The road typically will be monitored from 10:00 - 3:00. The road will be signed. Traffic Direction Up the Back / Down the Back
4. Provide your own retrieval (Rat Race provides daily retrieval for contestants of the competition. In the event there is room in a vehicle for a free flyer, the retrieval fee will be \$10.00 per person).
5. Woodrat launch will be closed during the competition launch window or until the majority of competitors are off the hill. See Launch Director for daily protocol.
6. Rat Race Headquarters is a teaching facility for Rat Race contestants and space is limited. Please check with organizers to see when the headquarters is open to the public.
7. Please be respectful and considerate of property owners in the surrounding area.
8. Free Flyers should not be competing with registered competitors, on course, for thermals.

SETTING UP & USING YOUR SPOT

SIGN IN TO THE SPOT WEBSITE AT FINDMESPOT.COM. CREATE A NEW PROFILE:

1. The Check-in / OK message should be: #00 Pete Pilot, Ph 000-000-0000, landed OK.
(The #00 pilot number is a placeholder until you find out your real number at registration.)

Send to Spot Monitor. Expect a text back to your phone to confirm message received, if you are within cell coverage.

2. The Help message should be: #00 Pete Pilot, Ph 000-000-0000, landed but needs help.
Send to safety director Tom Chesnut at 541-915-0187 (Verizon) Mike Haley at 503-704-7004 (ATT), and Spot Monitor.

3. In the 911 emergency details section, enter the following information: #00 Pete Pilot, Ph 000-000-0000, is a participant in a paragliding competition in Ruch, Oregon. The Safety Director Tom Chesnut can be contacted at 541-915-0187. The Meet Director Mike Haley can be contacted at 503-704-7004.

At the bottom of the page, make your Primary Emergency Contact Tom Chesnut, 541-915-0187.
This will allow meet personnel to obtain your information from SPOT in the event that you have pressed the 911 button.

Add: any other information that emergency services might need - allergies, special medical instructions etc.

CREATE A SHARED PAGE:

The shared page should be public.

Send the full URL of your shared page and which cell phone carrier you are using to Dave Wheeler at davidrwheeler@gmail.com

AFTER REGISTRATION:

Edit the Rat Race profile you created earlier.

Update your pilot number in the OK, Help and 911 messages.

Assign the profile to your device.

BEFORE LAUNCH:

Turn on your SPOT messenger.

Turn on tracking by holding down the tracking (bootprint) button for more than 3 seconds.

Interested people can follow your progress and that of all other Rat Race pilots at the tracking website: <http://xcfind.paraglide.us>

Note: The tracking will be somewhere from real-time to 25 minutes delayed because each messenger updates every 10 minutes and the website updates every 15 minutes. The person who appears to be winning may not be winning.

AFTER LANDING:

If you are OK:

Press the OK button.

Pack up your wing.

Call George MacPherson at 503-887-4542 by phone or on the radio on the retrieve frequency.

IF YOU NEED HELP:

Press the Help button.

Call Tom Chesnut or Mike Haley if you are able and tell the details.

Pack up your wing if you can, or at least gather it up so it doesn't look like you haven't moved to pilots in the air.

Wait for retrieval.

IF YOU ARE SERIOUSLY INJURED:

Leave your wing open as a sign to other pilots that you are injured.

Press the 911 button on your SPOT until it starts to blink. Do not press it a second time as this will cancel the 911 transmission.

Call 911 on your telephone if you are able.

Call Tom Chesnut at 541-915-0187 or Mike Haley at 503-704-7004 if you are able.

Do not move. Do not get out of your harness. Wait for assistance.

AFTER RETRIEVAL:

Turn off your SPOT. The batteries last a long time, but it is best not to waste them.

DELORME INREACH OR NEWER SPOTS:

If you have a Delorme InReach, then set up your messages to match those in the directions for Spot setup.

Note, if you have an InReach or one of the newer Spots, you have a 3rd message that you can send out, in addition to the “OK” and “Help” messages. Set this message text to the following.

“Pilot #nnn, [Name], needs extraction or has an injury requiring assistance, but the situation is not life threatening or an emergency.”

RAT RACE CHECK-IN, CHECK-OUT PROCESS:

Pilot statuses (number) will be displayed, in color, on screen near scorekeeping at HQ.

1.) Sign out at launch >> display shows #ORANGE# = on course

- Pilots go through start gate and their name is entered in the “I am flying today” book.
- Pilots that miss this start gate will not be scored and risk not being retrieved.

2.) Push SPOT OK as soon as you land >> display shows #YELLOW# = landed safely

- If SPOT is out of battery or otherwise dysfunctional text an OK message to Spot Monitor.
- If you do not check in within an hour of landing you will be deducted 10% of your points for every hour you do not check in. And you will have to go talk to Brad Gunnuscio.

3.) Driver texts pilot numbers to Spot Monitor.. >> display shows #GREEN# = retrieved

4.) Look at your status on the screen at HQ when you get back and make sure it's correct!

BE SURE YOU ARE CHECKED IN AT HEADQUARTERS BY CONFIRMING YOUR PILOT # HAS CHANGED TO GREEN ON THE CHECK-IN SCREEN BY THE SCOREKEEPER'S DOOR.

The check in screen may also be checked remotely at bit.ly/RatRaceCheckin.

If your pilot number does not show green, contact Spot Monitor by text or voice.

EMERGENCY PROCEDURES

UNITED STATES HANG GLIDING ASSOCIATION INC. RECOMMENDED EMERGENCY PROCEDURES OUTLINE:

THE BEST WAY TO HANDLE AN EMERGENCY IS TO BE PREPARED BEFORE ONE OCCURS. STANDARDIZED EMERGENCY PROCEDURES ACROSS THE COUNTRY WILL HELP MINIMIZE THE RISK TO OUR MEMBERS AFTER AN INCIDENT HAS HAPPENED, NO MATTER WHERE THEY FLY WITHIN THE UNITED STATES. THERE ARE THREE CATEGORIES OF PREPAREDNESS: SITE, PILOT AND SEARCH AND RESCUE

A. SITE:

1. Post emergency procedures at every launch and landing zone if possible.
 - a) Site protocols and general information.
 - b) Pilots requirements and recommendations: Ratings, Safety Equipment. Etc.
 - c) Maps including street names, and addresses with directions to non addressable places (launch and landing zones). Include both permanent and handout type.
 - d) Emergency procedures.
 - e) Emergency Radio Frequencies: Radio frequencies everyone tunes to in case of emergency. Remember someone has to stay on the pilots frequency in case they can not change frequency.
 - 1) 151.625 (USHGA 1). Non licensed radio operating USHGA members can use this frequency.
 - 2) 146.520 National simplex frequency will not interfere with any radio repeater in the country. Most 2 meter radios don't get USHGA 1 without being modified.
 - f) Emergency phone numbers.
 - g) Rescue Equipment. Include rope, water, flashlight, topographical maps, first aid kit, space blanket, and folding saw. The kit should be kept in a knapsack or something easily carried to a remote location. Rescue should be left to the trained professionals whenever possible.

B. PILOT:

Being prepared for an emergency is the best way to handle one.

- 1) Know and follow all site protocols, general information and emergency procedures before, during and after flying.
- 2) Carry proper safety equipment and know how to use it:
 - a) Parachute
 - b) Helmet

EMERGENCY PROCEDURES CONT.

c) Radio:

(1) Let others know what radio frequency you are using.

(2) Program your radio so you can easily tune into emergency frequencies if needed.

d) Dental Floss: Strong but small, compact, easy way to lower line down to rescuer to bring back rescue rope and equipment when trapped above your rescuer.

e) Whistle: A whistle can be heard much further away than a person's voice. It also takes a lot less effort for some one to blow into a whistle

f) GPS: Having and knowing how to use a GPS along with a radio are the two best things to facilitate a rescue.

g) Mobile phone: Know the phone numbers of the pilots you're flying with.

h) Short length of rope in case you need to tie yourself into tree till rescue help shows up. Never try to climb out of a tree or lower yourself. It is fa too risky to do this without help.

3) When flying XC try to make radio contact with someone else every 20 minutes. Let them know your location. If something was to happen to you at least someone would know where to start looking for you.

4) Get some sort of CPR and first aid training. Prompt first aid may be the thing that saves your friends life.

C. SEARCH AND RESCUE:

1) Realizing there is an emergency involving a pilot is the first step. Remember never put yourself at risk.

2) All pilots should change radios to the designated emergency frequencies, check in and assist with rescue by following the lead of the person in charge.

3) Organization and someone to take charge is the next step. Person in charge coordinates all til the rescue is complete.

4) There are 4 questions that will help qualify how to handle the incident.

a) Is there going to be a delay of more than 5 minutes to make contact with pilot (via radio or with another person)?

(1) If able to make contact with pilot?

(a) Keep pilot calm.

(b) Recommend to pilot to stay in place till help arrives. If in tree or on cliff recommend he ties himself in till rescue arrives.

(c) Get as much information about his situation as possible (GPS coordinates, injuries, situation, in tree or on ground).

(d) While person in charge coordinates the next phases of rescue someone else stays in contact with pilot. Remember battery life of injured radio may be an issue if rescue takes a while

(2) If unable to make contact with pilot?

(a) Locate the pilot is very important. Note: Someone might have to fly over pilot to get approximate GPS coordinates for rescuers to find the pilot

(b) Assess the pilot's situation. Radio to person in charge with pertinent information (GPS coordinates, injuries and rescue info).

b) Is pilot injured beyond minor injury or requiring further medical attention?

c) Is search and rescue required especially where there are any circumstances requiring professionally trained personnel (Pilot landed in water, tree, cliff, or power lines involved)?

d) Are there too few pilots available to handle the situation?

***** IF YOU ANSWER YES TO ANY OF THESE QUESTIONS A THROUGH D YOU NEED TO ACTIVATE THE EMERGENCY MANAGEMENT SYSTEM (EMS, 911) AND CONTINUE TO STEP 5.**

***** IF YOU ANSWER NO TO ALL THESE QUESTIONS? THIS MIGHT BE AN INCIDENT THAT WE CAN HANDLE. SKIP TO STEP 6 FOR RECOVERY PROCEDURES.**

5) Person in charge activates the Emergency Management System (EMS). If EMS is required, do not delay in calling them. Sooner EMS is activated the sooner the pilot will receive proper rescue and care.

a) In most places calling 911 on a phone will activate EMS. Be prepared to give dispatcher as much information as possible about the situation

(1) Note: when calling from mobile phone, the 911 operator does not know where you are calling from. So start with town and state. Then they will transfer your call to the local EMS.

* Example of call: I am calling from West Rutland Vermont. We have a hang glider pilot crashed into a tree near Rt. 4 in West Rutland Vermont. He is about 75 feet in the tree and has a possible broken arm. We have GPS Coordinates of his location and need to coordinate a tree rescue and first aid. We will have someone meet the police at the corner of Bridge and Cross St to coordinate the rescue.

(2) Note: Any rescue is better left to the trained EMS personnel. They constantly train for these situations and best know how to handle them with only a little input from us. The pilot's safety is the most important thing here.

b) Person in charge meets with EMS personnel at designated location and turns over control of situation to EMS. Person in charge will also find how we can assist them and integrate our special situation into their emergency procedures.

(1) This person should relate all information that might be needed for search and rescue

including GPS coordinates, radio frequencies used and best way to access the pilot. Don't just tell them where to go. Arrange for someone to show them the way.

(2) Remember, helicopters and gliders do not mix well. So be sure to consult EMS personnel about the use of helicopters. Many EMS will automatically dispatch a helicopter if search is indicated.

(3) If a search is required it might be better to request the use of a fixed winged aircraft instead.

(4) If helicopter is to be used, the helicopter pilot must know to avoid flying directly over hanggliders & paragliders. This will help prevent possible injuries to the hang glider / paraglider pilots. Gliders need to be secured or moved when helicopters are present.

c) Person in charge informs all other pilots how they can assist EMS personnel. Skip to step 7.

6) Person in charge coordinates recovery when EMS is not required.

a) Tips for coordinating recovery.

(1) Ground search should be done in teams of at least 3 people.

(a) One of the three should be trained in first aid if possible.

(b) All should have radios, and each should be tuned to a different frequency. Two radios monitor each of the site emergency frequencies, and the third monitors the frequency the pilot is on. An injured pilot might not be able to change his frequency.

(c) Each Group should have a GPS and know how to use it. Once you find the pilot you can radio other rescuers your GPS location.

Note: Remember to save your location before setting out or entering woods or difficult terrain. That way you won't need to be rescued also.

(d) Bring water.

(e) Note the time of day and weather. Recovery may take a while. Are you going to need flash lights or warm clothes?

(2) Administer first aid that you have been trained for. If the pilot is unconscious or if a spinal injury is suspected, DO NOT attempt to remove the helmet or move the pilot.

b) Remember, at any time you can activate EMS, once you realize the situation has changed for the worse.

7) Person in charge is responsible to document incident and report it to Regional Director.

WAYPOINTS

ID	LATITUDE	LONGITUDE	ALT	NAME
ANDERS	N 42 12 07.20	W 122 53 49.14	1567	AND156
ANDREW	N 42 15 47.22	W 122 55 57.66	826	AND082
APLINN	N 42 18 11.52	W 123 13 56.16	368	APL036
APPLEG	N 42 15 17.28	W 123 09 10.56	412	APP041
BAILLZ	N 42 14 51.29	W 123 01 31.10	511	BAI051
BALD-H	N 42 19 29.92	W 123 12 05.28	862	BAL082
BALDY	N 42 18 51.66	W 123 04 07.38	1211	BAL121
BARR-R	N 42 14 08.46	W 122 54 16.20	952	BAR095
BILLY	N 42 16 59.40	W 123 10 35.34	1105	BIL110
BILNGS	N 42 12 55.62	W 122 43 52.14	536	BIL053
BLUIE	N 42 22 55.09	W 123 16 32.96	1151	BLU115
BOAZ-M	N 42 07 55.68	W 123 02 43.14	1042	BOA104
BUNCOM	N 42 10 27.12	W 122 59 50.34	510	BUN050
BURNT	N 42 15 11.08	W 122 59 38.36	1016	BUR101
CAMERO	N 42 11 58.86	W 123 02 33.90	443	CAM044
CEMETA	N 42 16 58.92	W 122 56 14.46	794	CEM079
DARK-H	N 42 15 23.40	W 122 52 03.78	608	DAR060
DONATO	N 42 13 41.34	W 122 48 47.46	594	DON059
DRAPER	N 42 21 19.38	W 123 07 14.34	452	DRA045
EMG-LK	N 42 09 08.40	W 122 37 28.71	695	EMG069
EVANS	N 42 30 20.28	W 123 10 56.94	341	EVA034
FIASCO	N 42 14 03.98	W 123 02 51.90	456	FIA045
FLYAIR	N 42 14 36.00	W 123 04 17.28	466	FLY046
FOREST	N 42 17 13.20	W 123 02 50.34	605	FOR060
FORT-B	N 42 24 24.18	W 123 08 54.12	302	FOR030
GOLD-H	N 42 25 54.48	W 123 03 01.97	333	GOL033
GRANTS	N 42 22 44.95	W 123 15 17.27	1164	GRA116
HERL-R	N 42 16 57.06	W 123 01 55.62	872	HER087
HERLIN	N 42 16 29.22	W 123 01 19.20	559	HER055
HULLRD	N 42 18 22.14	W 122 54 42.54	452	HUL045
JACKSO	N 42 17 13.20	W 122 59 04.98	784	JAC078
JOHNS	N 42 21 24.73	W 122 58 39.63	855	JOH078
JVILLE	N 42 19 25.38	W 122 58 33.84	535	JVI053

WAYPOINTS

JVILLZ N 42 18 45.54 W 122 57 34.32 472 JVI047
LOGGIN N 42 13 52.47 W 122 55 39.92 1075 LOG105
LONSWD N 42 13 58.40 W 123 03 19.70 446 LON044
LOOPRD N 42 23 47.70 W 123 18 01.62 403 LOO040
MARTIN N 42 31 54.96 W 123 09 33.54 344 MAR034
MIELKE N 42 06 08.46 W 123 05 30.24 519 MIE051
MILLER N 42 25 01.56 W 123 06 12.72 717 MIL071
MT-ISA N 42 18 11.38 W 123 06 17.04 1360 MT-136
MTBALD N 42 24 40.94 W 123 17 00.16 837 MTB083
MULE-M N 42 05 18.95 W 123 04 30.41 1074 MUL107
MURPHY N 42 20 51.60 W 123 20 00.00 323 MUR032
NAVAL N 42 20 48.54 W 122 56 42.18 427 NAV042
NELSON N 42 14 23.82 W 122 56 48.42 1057 NEL105
NO-LZ1 N 42 14 14.77 W 123 04 08.75 431 NO-043
NO-LZ2 N 42 14 01.55 W 123 01 33.33 579 NO-057
NO-LZ3 N 42 16 21.01 W 122 58 13.72 680 NO-068
NO-LZ4 N 42 16 47.38 W 122 58 34.31 654 NO-065
NUGGET N 42 27 09.87 W 123 03 25.67 812 NUG081
OFF-RG N 42 12 58.02 W 123 05 03.18 818 OFF081
OLD-BL N 42 18 27.86 W 123 09 32.08 1254 OLD122
PHILS N 42 09 09.54 W 123 03 14.82 467 PHI046
PICKET N 42 22 36.96 W 123 18 18.30 797 PIC079
PIKES N 42 23 24.24 W 123 05 48.30 957 PIK095
PORMA N 42 15 54.66 W 122 57 22.92 957 POR095
PRSPCT N 42 17 09.04 W 123 19 22.97 1403 PRS140
QTZ-PK N 42 13 34.50 W 123 10 10.98 883 QTZ088
RAB-PK N 42 16 29.64 W 123 05 09.78 1147 RAB114
RABIES N 42 15 48.75 W 123 03 05.37 928 RAB092
RIESLZ N 42 20 34.44 W 123 17 00.42 425 RIE042
ROGRIV N 42 26 15.42 W 123 10 32.94 307 ROG030
RUCH N 42 14 11.34 W 123 02 32.22 472 RUC047
SAMS N 42 30 00.54 W 122 58 27.60 401 SAM040
SQUIRS N 42 13 07.17 W 123 01 32.28 1006 SQU098
STERCR N 42 15 04.86 W 122 58 06.78 983 STE098
STERLI N 42 13 29.10 W 122 56 33.96 826 STE082

WAYPOINTS

SUGARL	N 42 17 00.36	W 123 07 26.23	1027	SUG094
SUGRLF	N 42 07 15.81	W 123 18 36.50	2030	SUG202
TLWBX	N 42 11 46.77	W 123 09 05.40	1530	TLW153
TROVIN	N 42 18 15.06	W 123 13 18.96	397	TRO039
WALKER	N 42 32 13.38	W 123 20 04.04	1175	WAL117
WALKLZ	N 42 32 47.88	W 123 22 59.40	314	WAL031
WEL-RG	N 42 15 12.15	W 123 08 21.56	673	WEL067
WILLMS	N 42 13 07.44	W 123 16 25.86	428	WIL042
WIMER	N 42 32 36.06	W 123 08 45.96	357	WIM035
WMS-OL	N 42 13 20.04	W 123 14 43.66	931	WMS093
WOODLN	N 42 13 52.86	W 123 00 13.01	1164	WOO114
WOODRA	N 42 13 23.06	W 123 00 09.14	1260	WOO123
YALECR	N 42 08 54.42	W 122 57 12.00	595	YAL059
AMENT	N 42 25 51.90	W 123 17 13.98	296	AME029
LW-RAB	N 42 14 59.48	W 123 02 39.48	748	LW-074
MULELZ	N 42 05 37.40	W 123 05 51.86	534	MUL053
HARTLZ	N 42 09 30.73	W 123 03 03.58	482	HAR048
WESTLZ	N 42 19 18.49	W 122 56 31.14	439	WESO43
COWHOR	N 42 09 34.27	W 123 02 44.87	469	COW153
REDLIL	N 42 14 18.64	W 123 07 09.64	408	Red Lily
VLYVW	N 42 13 22.60	W 123 03 04.70	454	Valley View
NO-LZ5	N 42 14 00.76	W 123 10 54.87	0	Hatred

RECOMMENDED MENTOR PROGRAM DISCUSSION TOPICS

TODAY'S TASK:

1. Weather, Clouds and Wind
 - A. Current Conditions
 - B. Forecast - Conditions and Predicted
2. Gear Preparation
 - A. Wing / Lines / Harness prepped & rosetted
 - B. GPS setup for today's task
3. Launch
 - A. When to get into line
 - B. Which launch to use
4. Race Conditions and Task
 - A. How does the day look?
 - B. Clouds? Cloud base? Fast / Slow Day?
5. Start Review
 - * Where is the optimal position to be in at the start of the race?

YESTERDAY'S TASK:

1. Self Evaluation and Discussion for Both Pilots
 - A. launch
 - B. start
 - C. gaggles
 - D. race course
 - E. landing