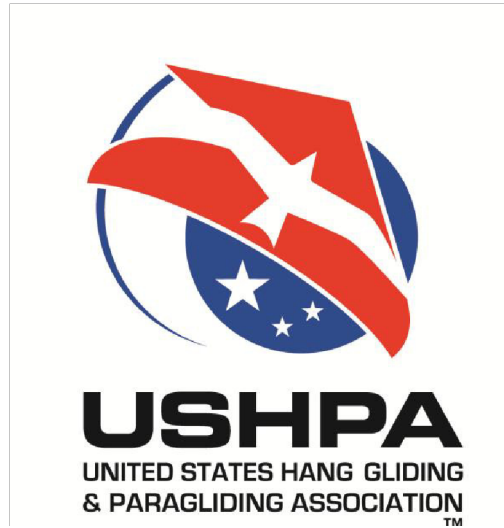


Accuracy Spot Landing Competition Rulebook



Third Edition

June 30, 2022

Accuracy Spot Landing Competition Rulebook

The United States Hang Gliding and Paragliding Association, Inc.

Prepared by:
USHPA Competition Committee
Third Edition
30 June 2022

Please send any and all comments to rulebook@ushpa.aero.

FOREWORD

The worldwide governing body for all sport aviation is the Fédération Aéronautique Internationale (FAI). The Commission Internationale de Vol Libre (CIVL) is the division of the FAI that represents hang gliding and paragliding 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.

2022 THIRD Edition

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1. General Information

1.1 Application

The rules set forth herein shall govern all USHPA sanctioned Accuracy Spot Landing 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, other 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 Accuracy Spot Landing 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.

1.5 Local Rules

These rules shall be used in conjunction with local rules specific to particular competitions. Examples of local rules are provided in the Sample Local Rules document.

2. Competition Rules and Procedures

2.1 General Information

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 These rules shall be followed unless superseded by the Local Rules.

If the meet is CIVL Sanctioned, these rules are intended to be read in conjunction with the FAI Sporting Code - General Section; Section 7C Paragliding Accuracy; and the Sporting Code for Hang gliders (CIVL, Section 7a).

A copy of the USHPA Accuracy Spot Landing Competition Rulebook and a copy of the current FAR Part 103 will be available (on-line) to any competitor in the contest, and a local, current sectional aeronautical chart or equivalent will be available to all pilots at each meeting.

If Local Rules are to be used, the Meet Director must submit these rules to the Competition Committee Chair for review and approval prior to the start of the meet. Each competitor will have available the Local Rules, schedule of events, and exceptions or modifications to this Rulebook. 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.

2.2 Judging Team

- The Senior Landing Judge and additional judges will be qualified persons appointed by the Meet Organizer.
- There should be a minimum of a Senior Landing Judge, two additional judges and one recorder scoring in the landing zone at all times. There should be enough additional judges to allow for rotation of duties and relief.

2.3 Competitor Responsibilities

- Must be a current USHPA “pilot” or “Rogallo” member with the exception of pilots with a foreign address. Foreign pilots must purchase a 30-day USHPA membership.
- Must possess a minimum pilot proficiency rating as listed below (or foreign equivalent with IPPI card). Meet director may increase this requirement in the local rules, as long as it is specified on the sanction application.

Accuracy Spot Landing	H3/P3 or IPPI4
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- Must possess any special skill ratings relevant to the competition or site.
- Parental (or guardian’s) written consent (notarized) if the competitor is under 18 years of age.
- Must sign USHPA Competition Waiver as well as any site and individual waivers as required by the Meet Organizer.
- Must follow the Competitors Code of Conduct.
- Must understand that safety is the sole responsibility of the pilot.
- Must fly with appropriate safety equipment that shall include at a minimum helmet and a reserve parachute. If a very small hill is used, such that pilots are not expected to attain 200 feet of altitude about the surface, meet director can waive the reserve requirement.
- Must use appropriate flotation devices when a water landing is probable.
- Must understand and obey all applicable airspace rules, local, state and federal laws, landowner and site restrictions.
- Are expected to attend all meetings, briefings, roll calls, etc. as requested, and are required to stay informed of all schedule changes, course modifications, rule amendments, etc.
- Must pre-flight all equipment prior to launch and perform a hang-check or harness-check prior to launch in front of qualified launch personnel (i.e., launch director or their designees). However, the pilot is solely responsible for proper set-up and connection to glider, harness and other related equipment.
- Must decline launch if they think conditions are unsafe or are too advanced for their skill level.
- Must fly within their abilities and in safe mental/physical condition and must terminate their flight if conditions on course become unsafe.
- Must follow generally accepted right of way and thermal etiquette rules.
- Must notify the Safety Director and/or Meet Director as soon as possible, when an emergency occurs.
- Must be in contact with meet officials as required in the local rules.
- Competitors willfully violating any of the above shall be subject to penalty or disqualification.

2.4 Dangerous Flying

- First offense: strong warning.
- Second offense: maximum score for the round
- Third offense: exclusion from the competition.
- The Senior Landing Judge and Safety Director shall liaise with the Meet Director to report incidences of dangerous flying and take appropriate action.

2.5 Unsportsmanlike Behavior

Cheating or unsportsmanlike behavior, including deliberate attempts to deceive or mislead officials, willful interference with other competitors, and falsification of documents, use of forbidden equipment, and abusive behavior towards competition officials or repeated serious infringements of rules may result in a maximum penalty score being awarded and/or disqualification.

2.6 Equipment

- Glider – Only EN-Certified paragliders are permitted to fly. Gliders must be flown within the limitations of its certificate of airworthiness or permit to fly, and its manufacturer's published limitations.
- Harness - Paragliding pilots must fly with a harness and back protector combination in the configuration that has been tested to LTF09, EN1651 2017 or later.
- Hang glider pilots must use a harness readily available in the retail market.
- All pilots must wear a helmet, certified to either EN-966 (HPG), EN1077-A and -B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98, at all times while flying.
- A reserve parachute is required for all pilots at sanctioned competitions unless a very small hill is used, such that pilots are not expected to attain 200 feet of altitude above the surface.
- An accessible hook knife is recommended
- Radios are not to be used for the purpose of providing advantageous competitive information or for coaching. Radios or other communication devices are not to be used during competition flights, other than for emergencies. The official frequency during the competition and the safety frequency will be announced at the first Pilot briefing.
- Use of drogue chutes for accuracy comps is prohibited.
- Ballast - no requirements or restriction (pilots must remain within the certified range of their gliders.)
- Any physical means to produce propulsive energy to increase performance is prohibited.
- Footwear must be suitable for a safe take-off and landing. Footwear must not be modified such that it can damage the automatic measuring device (AMD). Any modification shall comply with the requirements outlined in section 8.3.4 of FAI Sporting Code S7C.
- 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.

2.7 Definition of Classes

For the purpose of accuracy spot landing competitions, all classes of hang gliders shall compete as one group and all classes of serial paragliders shall compete as another group.

2.8 Stopping or Cancelling a Task

In the event of unsatisfactory flying conditions (e.g., deteriorating weather or emergency operations that cannot be avoided by competitors), the Meet Director, Safety Director, or Senior Landing Judge has the power to temporarily stop or completely cancel a task even after some or all competitors have launched.

If the round is stopped, the round can be restarted for the remainder of the competitors or eventually cancelled if conditions do not allow for a fair and safe completion of the round. A cancelled round will not be scored.

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.

2.9 Take Off

- Competitors must have good no-wind as well as strong wind take-off skills.
- At the Launch or Meet Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits.
- A failed take-off attempt or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or away from the target, will be eligible for a re-launch for that round when allowed by the Meet Director.
- Competitors must follow the priority or launch order.
- Competitors not ready to fly in the established flying order when called forward to launch by the Launch Director, or who take off without the Launch Director's permission, will be liable to a maximum score for that round.
- A pilot who is not present at launch will be marked ABS in the results of that round and a maximum score will be recorded.
- A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.
- Relaunches should fly as soon as possible and can fly at any position in the order set by the Launch Director. Relaunches can also be made during the next round. However, rounds are not valid or scored until all pilots have completed their flights for that round.
- Pilots will be launched at timed intervals to ensure adequate separation during final approach and landing, according to the conditions. The recommended launch interval is 90 seconds/pilot but may be adjusted as appropriate by the launch director.

2.10 Flying Time

- Pilot should land approximately in the same order as take-off.
- Pilots must fly to the target as soon as they have enough height.

2.11 Final Approach

Competitors should be afforded a fair attempt at a target landing. They should have sufficient time during the flight to reach the target area directly from launch, to make a considered final approach to the target. The competitor is deemed to have started the final approach when, having turned to face the target, the Landing Judge considers he/she has made a final commitment to make an approach to the target and is not expecting to have to make any significant changes of direction. Unless a relaunch has been awarded only 1 (one) approach to the target area in each round will be permitted. Any competitor who lands within the target area more than once in a round receives the maximum score for the round. Competitors who have not completed a competition flight for that round within the specified time limits will receive the maximum score for the round.

2.12 Landing for Accuracy Paragliding

- There must be an automatic measuring device (AMD) with a dead center disk of 2cm diameter (.787 inch) and measuring automatically every centimeter from the edge of the disk to a minimum of 15cm (5.91 inches).
- Competitors will be scored on the distance in centimeters between the landing point (i.e. the first point of ground contact) and the edge of the 2cm dead center disc in the AMD. The maximum score is equivalent to the radius of the measured target. The radius of the target should be 2, 5, or 10 meters (6.56, 16.40, and 32.80 feet) (200, 500, 1000 points respectively). This must be clearly stated in the Local Regulations and the target marked accordingly.
- A competitor who lands outside the target will receive a maximum score, which is the radius of the area where scores are measured.
- The point of landing will be considered to be the first point of contact with the ground.
- The measuring field will have clearly marked circles set at 2 meters, 5 meters, and 10 meters (6.56, 16.40, and 32.80 feet).
- Pilot's must land on their feet and stay on their feet. A pilot who falls over before the wing is on the ground, will receive a maximum score equivalent to landing outside the target.
- If a competitor lands in such a manner that the foot's first point of contact cannot be defined (heel, side, toe...), then the furthest point of the footprint is measured. If pilot lands with both feet simultaneously, the furthest point in the furthest foot will be measured.
- If a pilot approaches the target dangerously, stalling the wing, spinning, or performing any aerobatic maneuvers close to the ground, a penalty system is implemented (warning, maximum score, disqualification).
- Stalling the wing for this competition format means, any maneuver that induces a full stall with the pilot's feet 2 meters above the ground.
- Fall means if any part of the body or equipment (excluding speed system and/or stirrup), other than the feet, touches the ground before the wing does.
- Pilots should drop their wing (paragliding) and move laterally immediately upon landing so as not to inhibit the next approaching pilot or expect a penalty from Senior Landing Judge.

2.12B Landing for Accuracy Hang Gliding

- The pilot will receive a score based on the distance from the center, to a maximum score which is the radius of the scored area. The point of landing will be considered to be the first point of contact with the ground if the pilot is approaching the target. If the pilot is leaving the target, the landing point will be the place where the pilot stops his forward progress.
- The landing distance scored will be the furthest of the approaching or leaving points.
- No part of the glider is allowed to touch the ground except either or both wingtips and the rear of the keel. Touching any other part of the glider will result in a reduction of score up to 100%, as defined by the local regulations.
- A pilot landing outside the target area must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a relaunch.

2.13 Signals for Landing

- The Senior Landing Judge may signal for pilots in the air to fly away from the target for safety reasons by the waving of a red signal flag in the landing field or by an order from the radio.
- Competitors will be permitted to relaunch if the signal is waved because of two pilots approaching the target at the same time or other safety reasons.
- Momentary unfavorable wind conditions will not automatically be grounds for a relaunch, but will be at the discretion of the Senior Landing Judge.

2.14 Scoring

- There will be a maximum of 12 full rounds for Paragliding and 5 rounds for Hang Gliding completed within the time available. A minimum of 1 round must be completed for Paragliding and 2 rounds for Hang Gliding to validate the competition.
- When five or more valid rounds are completed, the highest score is dropped.
- The winner shall be the pilot gaining the lowest aggregate score across all the rounds flown in the Competition.
- In the event of a tie for an individual where a relaunch is not possible, the winning individual shall be determined by the placing in the last round. For CIVL sanctioned events, S7C rules for tie breaking apply.
- As soon as is practical at the end of the round, the recorder will post the scores. These will be marked Provisional, with the posting time and date clearly visible. Any complaint against the Provisional scores must be lodged within 2 hours of the scores being posted.

2.15 Video evidence

At the discretion of the organizer, there may be an attempt to provide video recording on the landing. In the case where amateur video evidence is available when an official complaint is made, the Meet Director and Senior Landing Judge reserve the right to choose whether and when to view that video evidence. The decision will be made on a case-by-case basis. Further information on the policy on video evidence will be provided at the first pilot briefing. Missing video evidence is not a reason for a re-launch.

2.16 Tow Launch

Due to the varied logistical complexity of tow-launch meets, the launch procedure at these meets will be detailed in their respective Local Rules.

2.17 Identification by Landing Official

Each pilot is responsible for seeing that he is correctly identified by the Landing Officials upon landing. To assist in pilot identification organizers may provide numbers (helmet stickers or leg numbers for PG) for each pilot and/or a small numbered sticker for each hang glider's front wire

3. Launch Order

3.1 Random Method for launch Order

The names of competitors will be entered into a random drawing to determine launch order. Competitors must fly in the published flying order unless they have prior permission from the Launch Director. Competitors not ready to fly in the established flying order when called forward by the Launch Director will receive a maximum score penalty in lieu of their score for that round and can't launch until all other competitors have launched.

3.2 Open Method for launch Order

A time limited window will be announced for that round whereby competitors may at any time within the specified time limit complete their competition flight. Competitors must notify the Launch Director of their competition number just prior to launching. Competitors may launch at any time within the specified time limits. Times of first take off, and landing within the target area will be recorded by competition officials for each competitor for each round. Unless a relaunch has been awarded, only 1 (one) approach to the target area in each round will be permitted. Any competitor who lands within the target area more than once in a round will receive a maximum score penalty in lieu of their score for that round. Competitors who have not completed a competition flight for that round within the specified time limits will be liable to a maximum score penalty in lieu of their score for that round. In the event that the Open Method for launch Order is used, relaunch requests will only be considered for events which occur once a pilot has flown towards the target and is within the confines of the target area.

4. Protest Procedure

USHPA defines a complaint as a verbal request by a competitor to the designated official, usually the Meet Director, Safety Director or Senior Landing Judge, to investigate operational matters with which the competitor is dissatisfied. It should be made with the minimum delay and it will be dealt with expeditiously.

If the competitor is still dissatisfied, he may file a written protest to the competition protest committee. The time limit for protests is 2 hours (1 hour after last round) and the protest fee is \$25. It will be returned if the protest is upheld. Unless otherwise defined in the Local Rules, a protest committee shall consist of three competitors to be elected by the entrants before the first day of competition. In the event that one of the elected protest committee members is involved in the protest, then an alternate competitor will be chosen by the meet director to serve on the committee. The protest committee must rule on any protest within 24 hours of its submission or sooner when final results are needed for awards ceremony. In the event that a competitor is unsatisfied with the ruling of the committee, or feels 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 alleged injustice, and providing all available evidence to support his case, to the USHPA Competition Committee c/o USHPA headquarters. Such an appeal is to be filed with USHPA Headquarters not more than 10 days after the end of the meet in question.

The Competition Committee will rule on the appeal within 60 days of the receipt of the appeal by the USHPA. They may choose to conduct further research on the matter. Pending Board approval, USHPA may alter the final results of the contest in response to such an appeal in the event they find compelling evidence to support the claims of the appealing pilot.

5. National Ranking - Series Champions & Championship Event

5.1 National Series Champions

National Series Championship Titles shall be awarded and recorded on the USHPA web site. A pilot's National Series Champion ranking is based on his/her total NTSS points accumulated in their best two U.S. meets for the current year. Titles will be awarded to the top pilot in each of the following classes as long as at least three pilots in each class have flown in two US Sanctioned events from the current year.

- HG Class 1 and 5 – Open and Women's
- PG Class 3 – Open and Women's

Titles are determined after the last USHPA sanctioned competition of the season. This timing could allow awards to be given at awards ceremony of last sanctioned event of the season.

5.2 National Event Champions

National Event Championship Titles shall be awarded and recorded on the USHPA web site for the best scoring pilots of annual national championship events (If at least three pilots compete in each of the following classes at the national championship events):

- HG - Class 1 and 5 – Open and Women's
- PG - Class 3 - Open and Women's

Note: HG and PG are not required to have separate national championship events, but will be scored separately.

6. NTSS (National Team Selection System)

6.1 NTSS Pilot Ranking

The USHPA maintains a NTSS (National Team Selection System) pilot ranking for both hang gliding and paragliding accuracy competitions based on objective measurement of a pilot's proven ability.

The purpose of these NTSS rankings is to:

- Select pilots for U.S. National teams that will fly in international competitions.
- Encourage U.S. hang glider and paraglider pilots to participate in competitions and earn points through their participation.

NTSS scores will be calculated by dividing individual meet scores by the total number of rounds for each meet. This will therefore give an average distance from the edge of the target for each round. 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. No more than two meet results may be considered from the first year in the two-year cycle. No foreign meets will be used. All pilots who compete in sanctioned meets will receive competition points.

NTSS Rankings are calculated once each year on January 1st, for both and hang gliding and paragliding and each pilot will retain their ranking through the end of the year.

6.2 National Team Selection

The selection of the National Accuracy Spot Landing team for international competition, including the FAI World Championships will be based on pilot skill and proven ability to compete as measured by the USHPA Accuracy Spot Landing NTSS rankings. If no competitions have been held to enable an NTSS ranking within the previous two years, the pilots CIVL WPRS ranking may be used. The number of pilots on the team shall be the number of competitors invited by the international meet organizers. These pilots shall be chosen, in order, from the USHPA rankings for Class 1 through Class 5.

The Competition Committee Chair or the team leader shall send notice of international team competition and application form to the top fifteen pilots in the USHPA ranking, at the earliest practical date, but not less than four months prior to the competition. Pilots wishing to become team members must return the application with a deposit in the amount specified by the team leader by the deadline specified, which should be between three and four months prior to the start of the competition. The team members will be selected from the highest ranked pilots who return their application and deposit prior to the deadline; up to the limit set by the competition organizer. When the team is constituted, pilots not selected will have their deposits promptly returned by the Competition Chair.

The team leader will return team member deposits upon arrival in the contest country. Deposits of team members that drop out within 60 days of the start of the competition or fail to show up for the competition will be retained by the team to defray additional costs created by late withdrawn, at the discretion of the team and team leader.

Team member selection criteria:

- For international team competitions that begin between April 1st and September 30th, the ranking used shall be the annual Accuracy Spot Landing rankings as of January 1st in the year that the competition takes place, unless specified otherwise by the Competition Committee.
- For international team competitions that begin between October 1st and March 31st, the ranking for selecting the team shall be the annual Accuracy Spot Landing rankings adding in the results

from sanctioned competitions that occur between January 1st and 4 months prior to the start of the international team competition.

- Alternates will be selected by straight ranking.
- If the minimum number of events in any class are not available in the continental 48 states any given year, the system will double-count the ones that were available going back as far as 2 years, doubling the most recent events first.

6.3. Delegation Responsibilities

Serving as a member of a US National Team in International competition is an honor.

Team members are expected to:

- Refrain from any conduct that could detract from their ability, or the ability of their teammates to attain peak performance.
- Respect the property of others whether personal or public.
- Respect members of their team, other teams, spectators and officials, will not engage in any form of discriminatory behavior, harassment or abuse.
- Act in a way that will bring respect and honor to themselves, the U.S. National Team, the United States, and the event.

The top five ranked pilots shall nominate a Team Leader six months prior to the competition to be approved by the USHPA Competition Committee. The Competition Committee will manage the process:

- The Team will elect the Team Leader.
- The Team Leader will be responsible for the logistical support plan for the team, as well as the organization of transportation to and from the competition site.
- 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.
- Team crewmembers, if any, shall be paid by the Team Pilots. The amount shall be decided by the Team Leader and Team Pilots.
- Necessary support staff, as determined by the Team Leader, will be selected in consultation with the team members.

USHPA funds, if any, shall be disbursed according to the following order:

- Pilot entry fees.
- Team leader airfare and housing expenses.
- Team vehicle expenses.
- Team member expenses.
- Approved Team Leader expenses.

7. National Team Member Code of Conduct

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

- They will abide by the laws of the United States of America and of the host country.
- They will conduct themselves in a sportsmanlike manner, and in a manner consistent with the best interests of the team and the sport, 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. A removed team member may appeal to the USHPA board of directors.
- Team members will sign the following statement:

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, the USHPA, and the sport, according to the direction of the Team Leader.

8. Competition Administration & Operation

8.1 Meet Organizer

A Meet Organizer is a person or group who is responsible for all the organizational matters of a meet before, during, and after the meet. These matters include, but are not limited to funding, arranging officials, arranging and preparing takeoff and landing sites, arranging tow systems (where applicable), arranging meeting venues, communicating with local officials and land owners, arranging transportation and food when necessary, arranging for weather information, paying sanction fees, contacting pilots, advertising the competition, etc. The Meet Organizer works to ensure a successful competition that meets the USHPA requirements set forth in the USHPA Sanction Manual and the USHPA Rulebook.

8.2 Meet Director

A Meet Director is selected by the meet organizer to administer the actual daily running of the competition and is responsible for ensuring the overall quality and operations during the competition. The Meet Director is responsible for:

- Running pilot meetings.
- Interpreting the rules, setting the daily schedule, overseeing the launch system and operation, appointing the committees, overseeing the scoring, overseeing the weather reports, organizing and directing all other officials, volunteers, and participants, ruling on disputes, etc.
- Working closely with the Meet Organizer prior to the start of the competition to ensure all organizational aspects are addressed.
- Working with the Meet Organizer during the competition to ensure a successful competition that meets the USHPA requirements set forth in the USHPA Sanction Rulebook and USHPA Accuracy Spot Landing competition rulebook.
- Taking the Pre-Competition Risk Assessment into consideration when fashioning the local rules and taking the Continuing Risk Assessment into consideration in running the competition as the competition progresses.
- The Meet Director may be the same individual as the Meet Organizer.
- The Meet Director, at his/her discretion, can also serve as the Safety Director.

8.3 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 use 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.

9. Special Requirements in Paraglider Towing Competitions

- Each pilot shall have a hook knife.
- Each tow operator and/or towing device shall have a hook knife accessible (ground-based towing).
- All operators of towing devices (not drivers) will possess a current Tow Tech Appointment.
- All operators of towing devices (not drivers) will be reported to USHPA after the meet. Failure to comply could result in loss of pilot and instructor ratings and appointments.
- All Tow Techs must be able to maintain constant visual contact with the pilot throughout the tow (i.e. the Tow Tech can't also drive unless they have some sort of observation system, such as mirrors).
- All participating pilots will have an ST rating and a P3 or higher.
- Split-apart tow bridles will be used for all PG towing over the water.
- Specify a minimum 1000 feet distance separation between pilots being towed and airborne tow lines.

- Require accident reporting. Failure to comply could result in loss of pilot and instructor ratings and appointments.
- Static line towing is not allowed in sanctioned competitions.

10. USHPA Competitor Code of Conduct

Competitors who participate in USHPA Sanctioned events agree, as a condition of their participation in such events, to conduct themselves in a sportsmanlike manner. 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 or paragliding in general. Competitors are required to act in a manner that will promote the continued good will and practice of hang gliding and paragliding in the area, including, but not limited to:

- Act in a sportsmanlike manner consistent with the spirit of fair play and responsible conduct and in accordance with the rules of the contest.
- All gates and property must be left as they are found.
- Care must be exercised when moving personnel and gliders across fence lines to prevent damage.
- Vehicles will only be driven on roads and at reasonable speeds.
- Land well clear of livestock.
- 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. Complaints from property owners/lease holders may result in penalties. Competitors are responsible for the actions of their ground crew.