

From Pete Lehmann...

Region Nine Pilot,

You will find below the complete rules followed by an entry form for the contests.

Pray for decent weather,

Pete

2004 REGION NINE CHAMPIONSHIP

(March 27-May 31)

PLUS

2004 REGION NINE YEARLONG X-C CONTEST

January 1-December 31

INTRODUCTION

The 2004 Regional Championship will once again be a weekend cross-country contest in which pilots may fly from any Region Nine site (plus exceptions listed below) during the contest period. The pilots may fly as often as they like, and their three longest flights will be totaled to determine the winners. Depending upon participation, there will be as many as five classes: Open, Sixty Mile, Rookie, Paraglider, and Rigid.

CHANGES FOR 2004

There are no significant changes this year. I have re-worded the Regionals' tie-breakers. Otherwise, read the two points below. These were changes made last year, but few actually read them. Finally, if you have the capability to download and save gps tracklogs, please do so. Failing that, if you can get the lat/lon of your landing sites, it would be helpful if you could note them in your logbook.

1. This year the fee for the Regionals will be \$15, reflecting the costs of providing plaques to the winners of the increasing number of classes. However, the fee for the Yearlong contest has been abolished, so for most pilots there will be no additional cost as virtually all Regionals contestants also enter the Yearlong contest.
2. There will be no requirement to formally enter the Yearlong X-C contest. At the end of the flying season I will solicit flight information from all pilots who might have flown X-C within Region Nine. My intention is that the resulting Yearlong article become a comprehensive record of all cross-country flights within the Region, whether by residents or visiting pilots.

SAFETY ADVISORY

XC flying is a special type of flying that requires specific skills to be accomplished safely. The critical cross-country skills are landing skills. If you have doubts about your ability to choose and assess possible landing fields, and safely deal with the unexpected conditions encountered going into an unknown LZ, don't go cross-country. If you are whacking landings in your home LZs, places with wind streamers and familiar approaches, you have no business going XC. Period.

If, on the other hand, you are confident of your landing skills, but are not too experienced in picking-

out new LZs you might want to consider going XC from sites where landing fields are large, abundant and undemanding.

The second warning has to do with the nature of competition. People typically push themselves harder and further in competition. Indeed, that is a beneficial consequence of competing. One attempts to accomplish things that one might not otherwise do. On the other hand, do not push too far. Neither this nor any other contest is worth getting hurt. Be careful.

REGIONAL CHAMPIONSHIP RULES

1. DATES: WEEKENDS FROM MARCH 27-MAY 31 including Good Friday and Memorial Day.

You may enter the contest after March 27, but your flights will only count from the day after the postmark on your entry form.

2. PERMITTED LAUNCH SITES: Contestants may launch from anywhere in Region Nine, plus from the following sites which are the principal launches of Region Nine pilots living on the periphery of the Region: Laughery Creek, IN; the Toledo, OH area tow sites over the border in Indiana; Redwing Airport in Jobstown, NJ; Santinis, Manukachunk, and Skytop in NJ, and Katydid, NY. Tow launches are limited to a maximum release height of 3,000 above the tow strip. Distance measurements are from the point at which the tow starts on the ground.

3. ELIGIBILITY: The contest is open to any current Intermediate or better USHGA pilot flying a class 1, 2, or 3 hang glider. Rookie class, and Sixty Mile classes are defined as pilots who have not flown further than 25 and 60 miles, respectively, anywhere east of the Mississippi prior to entering the contest. All flexwing (class one) pilots will also be ranked in the Open class. Bi-wingual pilots may fly both types of wings but will be scored in two separate classes. Paragliders and rigid wings will, subject to adequate participation by those classes, be scored separately and without further subdivision.

The top-placing pilots whose address of record is in Region Nine on the contest's opening day will be considered for the Region's slots in the Nationals when applicable.

4. FLYING DAYS AND PERSONAL SCHEDULING: All flights are to be made on weekends, including Good Friday and Memorial Day. Pilots who work on weekends may fly on their regularly scheduled off-days whenever, and however irregularly they may occur up to a maximum of twenty-two days over the length of the contest. This implies an honor system for those pilots as I cannot verify that they didn't change their schedules to get a crack at a good XC day, or that they didn't have more than twenty-two days off. Expect to hear from me if you submit three contest-winning Wednesday flights.

Pilots who miss contest days due to work-related, otherwise previously scheduled absences, or the Florida tow meets may re-schedule make-up days subject to the following limitations. It is the pilot's responsibility to contact me ahead of time to let me know that they will be out of town on a given weekend. The pilot and I will then make arrangements for make-up days.

MAKE-UP DAYS must be scheduled at least four days in advance. In addition, no pilot may have more than four consecutive days in any seven-day period. After re-scheduling missed days, one can have the following maximum maximum number of flying days in each month: March (3); April (11); and May, (13). This means that if you miss days in one month you will have only the limited flexibility of using one or two extra days during each of the three flying months.

5. PERMISSIBLE FLIGHTS: Straight-line distance from launch or the beginning of a tow on the ground to landing location. With camera, GPS, or witness confirmation pilots may use a remote start point after hill launches (not tow launches).

6. FLIGHT REGISTRATION: If you have a gps, I strongly suggest you save the gps tracklog on your computer. If you can't do that, note the lat/lon of your landing and write it down. It is your responsibility to mail, fax, or e-mail me a record of your three best flights no later than June 15. I will mail all contestants a reminder/registration form shortly before the end of the contest.

In the event of very close results, I reserve the right to conduct my own measurements, and they will be final.

7. WINNER DETERMINATION: Winners will be determined by the largest total miles accumulated in three flights of up to a maximum of sixty miles per flight. In the event of a tie at the end of the contest, the first tie-breaker will be the greatest total distance, and the second tie breaker will be the single-longest flight.

There will be plaques for the first three places in all classes, and I will submit to Hang Gliding an article detailing the results.

In the event of ties, the first tie-breaker will be the largest absolute distance total; second tie-breaker will be the longest individual flight.

8. ENTRY FEE: \$15

2004 YEARLONG REGION NINE X-C CONTEST RULES

This contest provides recognition for the single longest flight in Region Nine. It is common that there will be different winners in the two contests. The Regionals, with its three flights and the sixty-mile flight limit, measures consistency, while the Yearlong contest emphasizes attitude. Ya gotta be there, ya gotta go a long way, and, ya gotta be a bit lucky. Winners will receive certificates and achieve immortality in the pages of Hang Gliding magazine. Distances will be measured in a straight line but remote start points may be used subject to the above verification requirements.

ELIGIBILITY: There's no formal requirement to enter this contest. All pilots entered in the Regionals are automatically entered in this one too.

In addition, any other USHGA Intermediate or better (even if not resident in Region Nine) may enter a flight at the end of the year.

If you intend to enter ONLY this contest, please fill out and email/mail/fax me the Entry Form. It is not required that you do so, but it makes it less likely that I will miss including your long flight in the results.

SITES: Anywhere in Region Nine plus the exceptions listed in the Regional's rules.

DATES: Any day of 2004, January 1-December 31.

NO FEE

2004 REGION NINE REGIONAL CONTESTS

ENTRY FORM

Designate which contest(s) you would like to enter:

____ 2004 Regional Championship (\$15 entry fee)

____ 2004 Yearlong Cross-Country Contest (No Fee)

PLEASE NOTE IF ANY ADDRESSES, NUMBERS OR GLIDERS ARE NEW

Pilot Name_____

Address_____

_____ Zip_____

Home phone:_____ Cell phone_____

Work phone:_____

E-Mail_____ FAX #_____

USHGA#_____ Rating_____ Total Hours_____

Approx. Total Region 9 XC miles?_____ Longest XC East of Mississippi?_____

Glider Type_____

Open/60-Mile/Rookie Class/Rigid/Paraglider? (circle one)

If you don't have regular Saturdays and Sundays off, what are your off days?_____

If entering the Regionals, please return the completed form with a \$15 check made out to:

Lawrence Lehmann

5811Elgin St.

Pittsburgh, PA 15206

Yearlong Contestants can simply email/fax/mail their form. There is no fee.

New FAX 815-301-9418; e-mail: lplehmann@msn.com