

Willi XC Challenge

Competition Information

Our Goals

We have a tradition to uphold. Our goal is to run a meet where all level of pilot has an opportunity to...

- Pursue their personal best in a competitive environment;
- Meet and enjoy the company of fellow pilots;
- Fly safely at all times; and,
- Above all—have fun.

Please do your best to ensure these goals are achieved.

The Willi Team reserves the right to modify these rules at any time in the best interests of all pilots competing. All rules can be clarified with the Meet Director. Changes will be announced at pilot meetings.

Insurance/Waivers

Our agreement to use the launch and Muller FP requires all pilots be insured by HPAC (with \$3 million liability insurance). If you reside in Canada you must be a member of the Hang Gliding & Paragliding Association of Canada. Foreign pilots may obtain temporary HPAC Insurance on the HPAC website.

All pilots will be required to sign a waiver for both the Willi and Muller FP.

Registration

Pilots may register for the event anytime during the event. However, flights made prior to registration will not be counted toward points, except where prior arrangements have been made in advance with the Meet Director.

Headquarters

Headquarters will be located at the Pavilion (Barn) in the G.E.A.R (Golden Eco Adventure Ranch).

Pilot Meetings/Information

There will be an informal briefing at the Pavilion (or announced alternate) each morning at approximately 10:00 AM. Please plan to attend, or check with someone who did. Standings and weather will be posted at breakfast each morning (as possible). Unless otherwise announced, final standings will be posted and prizes distributed at the Willi Banquet in the Pavilion on the final Sunday of the meet.

Pilot Decision Making

At all times, your decision to fly or not is your own. The Willi Team will make every reasonable effort to make relevant weather and other safety information available to you throughout the competition. In the case of inclement weather or poor flying conditions, the Meet Director may decide to delay, suspend or cancel competition. These decisions will be made with the best information available, and to ensure a fair and safe meet for all competitors. However, in the absence of a decision by the Meet Director or anyone else involved with the meet, you must still decide personally whether it is safe for you to fly.

Do not take any decision or lack of decision on our part as either endorsement of the flying conditions, or recommendation that you fly.

Competition/Scoring

1. The Willi is open to both PG and HG pilots. Qualified pilots may fly both wing types during the competition, but may only win on one wing type, either as a PG or a HG.
2. Each pilot will be assigned to a Pilot Class at the beginning of the meet on the basis of the criteria below and in consultation with the pilots involved. Final decisions regarding pilot classification will be made by the Meet Director. The Willi Team reserves the right to collapse or combine classifications appropriately where we deem a classification has too few pilots for reasonable competition.

Paragliders

	<i>Novice</i>	<i>Intermediate</i>	<i>Advanced</i>
<i>Wing Classification</i>	Cen A, LTF 1, AFNOR Standard	Cen B, LTF 1-2/2, AFNOR Standard/Performance	CEN C/D, LTF 2+, AFNOR Performance/Competition
<i>Airtime Hours</i>	Less than 200 hours	Between 200 and 400 hours	400+ hours
<i>XC Experience</i>	No XC greater than 20 km	No XC greater than 75 km	75+ km XC flight

Note: To qualify for a PG class, you must meet at least 2 criteria for that class.

Hanggliders

	<i>Novice</i>	<i>Intermediate</i>	<i>Advanced</i>
<i>Wing Type</i>	King posted	King posted	Single Surface
<i>Airtime Hours</i>	Less than 200 hours	Between 200 and 400 hours	400+ hours
<i>XC Experience</i>	No XC greater than 20 km	No XC greater than 75 km	75+ km XC flight

Note: To qualify for a HG class, you must meet at least 2 criteria for that class.

3. Winners will be the registered pilot in each class with the highest total points for 3 flights over the course of the competition. Flying opens on the first Saturday after the conclusion of the Pilot Meeting, and will conclude on the second Sunday following at 5:00 PM.
4. You may fly as many flights as you wish every flying day. Re-launches are allowed. Only your best 3 flights over the competition will be counted.
5. Only flights from the Lookout (drive to) or Upper launches (hike in) at Mount 7 in Golden will be counted in the meet unless a decision is made by the Meet Committee to designate an alternative launch.
6. There are two ways to verify your flight for scoring, in order of preference:
 - **Online GPS track** – Submit your flight to XCanada/XContest contest. The online contest will automatically score your flight as an Open Distance, Out & Return (flat triangle) or FAI Triangle flight as appropriate. You may submit the highest score calculated for your flight. Flight details must be available on-line for verification as requested.
 - **GPS/Witness** – This verification can only be used for Open Distance flights. Your flight will be scored at 1 pt/km from launch directly to landing (i.e. no intermediate legs may be claimed) and must be verified via GPS point and witness (see Novice Exemption below). Please mark a waypoint for your landing on your GPS and record the name of your witness, along with any contact info, for verification purposes.

(*Novice Exemption:* Pilots registered in the Novice category for either HG or PG will not be required to verify their flights to Muller FP via GPS. They should however record the name(s) of a reliable witness to their landing. Any XC flight made by a Novice must be verified via online track or GPS/witness as per above.)

7. Any flight successfully landed (i.e. without injury or incident as determined by a majority of your peers observing the landing) at Muller FP will be given a 10 point bonus. For example: a sled run with a successful landing at the FP LZ will be worth 15 points – 5 distance points plus the 10 point landing bonus).
8. You will receive a zero score for any flight that violates restricted airspace in the area, involves a landing in a restricted area (including the National Parks), or results in an unresolved conflict with a land owner. Restricted airspace and landing areas will be discussed at Pilot Meetings.
9. Landing form must be completed for all flights, and submitted by the end of the pilot meeting the following morning to be counted toward your points. Please, have them in as soon as possible after your flight. You can submit your flight online using the form at: <http://thewillixc.com/pilotinfo/landingform/>. Paper forms are available at Meet HQ.
10. You are required to be flying at all times with a GPS tracking device (SPOT or Delorme InReach) actively tracking your flight and recording to the Willi tracking site at <http://xcfind.paraglide.us/>. However, recognizing these systems are not 100% reliable, please submit your flight if tracking fails. It will be counted, at the discretion of the Meet Director, if the tracking failure is not due to your direct and intentional actions, it is your first incidence of this problem, and you made best efforts to notify Meet HQ immediately on landing.

XCanada/Online Verification Information

We have decided to do our scoring via online scoring in order to encourage use of the online contest site to...

- Facilitate information sharing and learning about XC flying amongst pilots.
- Standardize flight scoring and verification.
- Encourage creativity in flight planning. The system automatically checks for O&R and FAI Triangle qualified flights, and provides bonuses (1.2points/km for O&R, 1.4 points/km for Triangles).

To use the XCanada/XContest World flight verification method, you must be registered at <http://www.xcontest.org/canada>.

Pilots already registered for the 2015 contest are ready to go. *If you are registered for the XContest World*, please add yourself to the XCanada list by going to <http://www.xcontest.org/national/>, and choosing the Canada contest to register. This is important because we will use XCanada rules. These rules are roughly the same as World rules, with the exception of a 5% closing rule for all triangles (FAI and flat) vs. the 20% closing rule used in XCContest World.

We encourage you to familiarize yourself with the XContest Rules: <http://www.xcontest.org/world/en/rules/>.

Special Novice Competition - SuperSledders

The “Super Sledder” prizes will go to the HG and PG pilot in the Novice category completing the greatest number of flights from launch to Muller Flight Park, with only sledder (5) XC points claimed, and a bonus-worthy landing (on your feet, no aluminum/harness fabric touching or broken, and safe, as adjudicated by the throngs watching every landing). The contest will start at noon, Saturday (after the morning Pilot's Meeting) and end at 5:00 PM the following Sunday. The more landings you make, the more chances you have to win.

“Thanks for the Ride” Prizes

Please get the name and phone number of any person who gives you a ride for retrieval from a XC flight and include it on your landing form, including members of the public, other pilots, friends or family members. There will be draws for prizes for drivers throughout the week.