**Welcome to the
 2017 Chelan Cross Country
All-Summer Classic

Sponsored by:**

Cloudbase Country Club

Chelan Flyers

Northwest Paragliding Club

**Meet Officials:**Meet Organizer: Lori Lawson
Meet Director: Lenny Baron
Score Keeper: Aaron Rinn
Safety Director: Tom Johns

**Thank you to the following for supporting the
 2017 Chelan Classic:**USHPA
KOZI Radio Lake Chelan
Washington State Department of Natural Resources (DNR)
Chelan County Public Utility District
Chelan Public Schools District

**Kickoff Weekend:

Friday, June 23**

Chelan Falls Park Soccer Field LZ/Pavillion

 5:00 pm – Pilot Registration & GPS Uploads
 7:00 pm – Meet Orientation (optional attendance)

**Saturday, June 24, (day 1 of the meet)**

Chelan Butte

 10:00 am to 11:00 am – Pilot Registration

 11:00 am – Pilots’ Meeting

Chelan Falls Park Soccer Field LZ/Pavilion

 6:00 pm BBQ

**Sunday, June 25**

Chelan Butte

 11:00 am – Pilots’ Meeting

**June 26 until August 25** open contest flying days

**Wrap-Up Weekend:**

**Saturday August 26 (final day of the meet)**

Chelan Butte

 11:00 am – Pilots’ Meeting, and declared task

Chelan Falls Park Soccer Field LZ/Pavilion, BBQ

6:00 pm BBQ/Picnic,

7:00 pm Awards

**Washington State Discover Pass** is required in all vehicles on Chelan Butte.

**LAUNCHES**

The primary launches are on the lower south plateau of the Butte at 3,700’ MSL.

The east launch, known as **“Ants in the Pants”**, is a good steep launch into a southeast facing bowl.

The south launch, **“Between the Rocks”**, is used when the sun has heated up the southern side of the Butte. It’s a relatively flat slope launch, so a strong, constantly accelerating run in required. Continue flying with some speed until past the two rock outcroppings and over the edge of the Butte.

The southwest facing launch is called the **“Green Monster”**. The top part is shallow and pilots have been known to launch twice there. This launch is used when the winds are blowing strongly up the Columbia River.

The upper launches (near tower) are closed during the meet per the DNR-use agreement.

**LANDING ZONES**

**Junk Yard:** 1,200’ MSL. The LZ is a grassy field with power lines on the east side of the field. LZ can be turbulent in the afternoon. Do not drive on the grass – hot cars start fires! Please park carefully on the side of the road to avoid obstructing through traffic.

**Chelan Falls Park Soccer Field:** 800’ MSL. The green grass field is near the western shore of the Columbia River. The LZ has a narrow landing approach with trees, buildings, and large power lines to the north. Strive to land in the center of the field.

1. **SAFETY**
	1. **Fire Safety:** A 10BC rated fire extinguisher and a fire shovel are required for every gliding support vehicle going up Chelan Butte. Smoking is not permitted while on the road up the mountain or at any other time while on Chelan Butte. This is a condition of our permit with the Washington State Department of Natural Resources.
	2. **Set-up:** Turbulent dust devils regularly rip through the glider set-up and launch areas. All hang gliders must be tied down to the steel cables or steel anchors located throughout the setup area. Do not leave an untethered glider unattended or a paraglider laid out.
	3. **Launches:** All launches on the Butte can be unforgiving of a slow or otherwise poorly executed takeoff. Launch aggressively and keep a safe margin of airspeed at all times.
	4. **Turn Direction:** Good thermal etiquette is strongly encouraged at all times, including awareness of various types of wings in the same thermal and a wide range of pilot skill and experience. The designated turn direction on busy days of the meet, for all pilots within one mile from launch will be LEFT-HAND.
	5. **Conditions:** Launching and flying conditions are at the discretion of the pilot. However, the Meet Director and the Safety Director may call a Non-Contest Day.
	6. **Landings:** Participants must not land in planted wheat, other crops, or orchards. Active fields are typically green or yellow. Plenty of fallow or uncultivated land is available. Pilots who land in crops will be responsible for paying the land owner for crop damages, and will receive a zero score for the day.
	7. **Vehicles:** Vehicles must stay on the road or in designated parking areas. Please help control the dust by keeping speeds down. Breaking speed limit laws may result in pilot penalties or disqualification for the day.
	8. **Restricted Airspace and Areas:** All flights MUST comply with FAA regulations including airspace restrictions to be valid and receive a score. It is the pilot's responsibility to know and obey airspace regulations.  Please review applicable airspace and property restrictions prior to flight (see attached map). Such restrictions include the following:
		1. Canada (due to US and Canadian airspace and customs regulations)
		2. Spokane/Fairchild Class C
		3. Grant County International Airport (Moses Lake) Class D
		4. Pangborn (Wenatchee) Class E
		5. Yakima Training Center (US Army Firing Range)
		6. US Department of Energy – Hanford Site
		7. Columbia River Hydro-Electric Dams (overfly OK, landing is not OK!)

A current Seattle Sectional chart will be provided.  Free downloads of current charts are available on the web (example: <http://skyvector.com/>). Any pilot violating this rule will receive a zero score for the day. Even worse, the pilot may be subject to criminal charges.

1. **GLIDERS AND EQUIPMENT**
	1. **Airworthiness:** Each pilot is responsible for maintaining the airworthiness of his/her aircraft and determining its suitability for flying in this meet. The Meet Director reserves the right to prevent the launching of a glider or equipment deemed to be non-airworthy.
	2. **Helmet and Parachute:** All pilots must wear a helmet and have a reserve parachute when flying.
	3. **Radios:** Pilots utilizing FM, USHPA band, VHF, or any other radio equipment that requires a license for the operator or the station must have that license.
2. **PILOTS**
	1. **Insurance:** All pilots flying the Butte must carry USHPA personal liability insurance, i.e., they must be USHPA members. Each pilot will be required to show current membership, and each must complete a USHPA Emergency Medical Information form before beginning the competition.
	2. **Ratings:** All pilots must have an intermediate rating or higher and be signed off for all special skills applicable to the solo operation of a hang glider or paraglider, including TUR, RLF, XC, and FSL. The Meet Director may waive certain aspects of this requirement.
	3. **Meet Officials as Pilots:** Meet officials are eligible to compete..
3. **LAUNCH**
	1. **General:** Launches are unregulated in terms of launch order and priority. It will be up to the pilots themselves to resolve conflicts.
	2. **Multiple Launch Directions:** Often, weather conditions permit more than one launch direction to be used simultaneously. Pilots should consider an alternative launch direction in order to resolve conflicts. Alternative launches with safe conditions will operate on a first-come basis.
	3. **Line Protocol:** If more than one pilot is suited up, hooked in, and ready to fly from the primary launch location then lines are formed – one for hang gliders and one for paragliders. Typically pilots will launch in an alternating fashion; one hang glider, one paraglider. Pilots should wait until the preceding pilot has fully launched and is clear of the nearby launch airspace.
	4. **Perching:** Pilots at the front of the line should launch as quickly as possible while safe conditions exist. If that pilot chooses not to launch then he or she should step aside and yield the right to launch to the next pilot in line.
	5. **Non-Contest Pilots:** Non-contest pilots should yield launch priority to competition pilots.
	6. **Authority:** Any of the meet officials may assume the role of Launch Director during any of the contest days. Any of the meet officials may designate another individual to be the Launch Director.
	7. **Closure of Launch:** The Launch Director may disallow and prohibit competition launches at any time. Reasons include: unsafe weather conditions, emergency medivac and fire fighting operations.
4. **CLASSIC SCORING**
	1. **Contest Days:** The contest duration is from Saturday, June 24 until Saturday, August 26 inclusive. Any of the meet officials can declare a non-contest day. Examples include extreme weather conditions or Chelan Butte fire closure. Flights on non-contest days will not be scored.
	2. **Multiple flights in one day:** A pilot may take as many flights per day as he/she wishes. However, only one flight per day will be scored.
	3. **Final Score:** The individual pilot’s best four flights during the contest duration will be summated to calculate each pilot’s total score.
	4. **Origin:** All scoring flights will originate from Chelan Butte (lower launches only) and end when and where the pilot lands. For out-and-return and triangle tasks, Chelan Butte (tower) is waypoint #1.
	5. **Flight Types:** Pilots may fly open distance, out-and-return, or triangle tasks at their individual discretions. Only one task will be scored per flight except as specified in rule 4.q. Avalid out-and-return task must include one of the non-LZ approved waypoints (see Table 1). A valid triangle task must include an approved waypoint pair from Table 2 Chelan XC Classic Valid Waypoints.
	6. **Mileage Points Awarded:** For an open distance task, the pilot is awarded 10 points per mile as measured in a straight line from the Chelan Butte waypoint to the landing point or the highest-scoring track point. For a valid out-and-return task, the pilot is awarded 13 points per **course mile completed**, provided at least half of the return leg is flown. For a valid triangle task, the pilot is awarded 15 points per **course mile completed**, provided at least half of the final leg is flown. If the pilot flies an out-and-return or triangle task and fails to complete at least half of the final leg to a designated LZ, he/she will be awarded 10 points per **course mile completed**. This includes "dogleg" mileage when failing to reach a triangle waypoint #3.
	7. **Dogleg:** For attempted out-and-return and triangle tasks where the pilot begins the final leg but does not reach a concluding waypoint, the **course miles completed** equals the total mileage of the entire task, minus the remaining distance along the course as measured to the landing point or the highest-scoring track point.
	8. **Concluding Waypoints:** The designated LZ waypoints, SOCR07 and JYLZ12, both qualify as concluding waypoints for out-and-return and triangle tasks. If upon return the pilot tags both LZ waypoints, the score is determined by the LZ waypoint which gives the highest score (longest final leg). The pilot may choose to increase **course miles completed** for an out-and-return or triangle task by tagging the Chelan Butte waypoint as a concluding waypoint. The pilot may then land at any one of the designated LZs and receive the LZ bonus.
	9. **LZ Bonus:** A 100-point bonus is awarded for landing in a designated LZ at the conclusion of an out-and-return or triangle task. Note: If a designated LZ is unsafe, for any reason, the pilot should elect to land elsewhere.
	10. **Highest-Scoring Track Point:** Open distance and distance from goal are determined by the highest-scoring track point, which may not necessarily be the landing point. This is to encourage pilots to use the safest available landing areas without loss of mileage. This rule also applies to fly downs to a designated LZ.
	11. **GPS Track Logs:** Scoring is based on pilots’ GPS track logs. Scoring is automated, and assigns points based on the highest-scoring interpretation of the log. No other forms of verification will be allowed or considered, including photos, verbal descriptions, or eyewitness accounts.
	12. **GPS Turn-in:** Please turn in your GPS tracks as early as possible for scoring, preferably, not more than one week from the date of the flight. All flights in July must be turned in no later than August 6. All flights on or before August 25 must be submitted before midnight August 25. Please communicate the date of the flight in your submission. Pilots may turn in as many or as few tracks as they would like but only their best four flights will be used in their final score summation.
	13. **GPS Track Logs Submission Methods:** Tracklogs may be submitted via E-mail to the following location: **chelanxcc@gmail.com****.** Alternatively, you can submit your GPS device directly to the Score Keeper for track log download.
	14. **Scoring Updates:** Contest scoring during the meet will be updated as soon as practical and will be provided via the website (see CBCC website for link access).
	15. **Class Types:** For competition purposes, pilots are divided into classes based on the type of wing they fly. Hang gliders have four classes: Single Surface, Kingpost, Topless, and Rigid. Paragliders have three classes: Class B (DHV1-2, EN-B), Class C (DHV2, EN-C) and Open Class (above DHV2, above EN-C, CCC).
	16. **Single-Entrants:** Classes with only one entrant are eliminated and the pilot can compete in the next-closest performance class. A performance factor is applied to the single entrant’s daily scores. For hang gliders, Rigid competing in Topless: 0.86; Single Surface competing in Kingpost: 1.25. For paragliders, Class B competing in Class C: 1.04; Open Class competing in Class C: 0.87.
	17. **Called Task:** A called-task day may be declared by the Meet Officials. A five-member Task Committee is then selected by the competition pilots. The Task Committee determines an appropriate called task (straight out, out-and-return or triangle) based upon predicted weather conditions, as well as one designated LZ. For a triangle called task, the waypoint order is also specified.

All pilots must attempt the same called task. Course miles will only be calculated for those flights which show the pilot’s intent to fly the called task. The scoring is the same as in rules 4.d., 4.e. and 4.g. For a triangle or out-and-return, the pilot will be awarded the completed task points for completing more than half of the final leg of the task - same as rule 6.d. - but only as it pertains to the one designated LZ. The task is complete when the pilot tags the finish waypoint of the designated LZ. The pilot may then land in the one designated LZ to receive a LZ bonus per rule 4.g.

Only after completing the called task may the pilot elect to continue the flight and earn more points by attempting a self-directed task. If the called task is a straight-out, the pilot may keep flying for an open-distance flight as measured from Chelan Butte. Also, if the called task is a straight-out, the pilot may use the completed task as the first leg of an out-and-return or triangle. If the called task is an out-and-return or triangle, the pilot must tag the Chelan Butte waypoint to initialize the self-directed task. For a triangle attempt, the pilot must tag an approved waypoint pair (see Table 2). For all self-directed tasks, all Chelan-area designated LZs are available for the LZ bonus.

1. **WAYPOINT VERIFICATION**
	1. **Tagging:** Pilots must fly with a GPS and submit a COMPLETEGPS track covering launch to landing for ease of scoring and for safety. At least one GPS track point must be recorded within a waypoint cylinder for it to be considered “tagged”. It is the pilot’s responsibility to make certain his/her GPS is functioning properly and recording in the track log. Please make sure you have charged batteries in your GPS each day.
	2. **Precision:** See enclosed waypoint maps and tables for locations and descriptions of valid waypoints. The written descriptions are approximate locations of the waypoints. The precise and official location for each waypoint is listed in terms of latitude and longitude in Table 1. These precise waypoint locations are available for GPS upload from the Score Keeper.
2. **ADHERENCE TO THE RULES**
	1. **Signature:** By signing the entry form, the pilot signifies his/her willingness to abide by these contest rules.
	2. **Cheating:** Any attempt to cheat, such as falsifying a track log, re-launching from a point other than Chelan Butte, or any other means, will result in the immediate disqualification of the pilot from the meet. The pilot will not receive any refund of entry fees.
	3. **Protests:** All protests, submitted in writing and accompanied by a $25.00 protest fee, can be brought to the attention of the Meet Director within three days of the incident. Sustained protests will have the protest fee refunded.
	4. **Harassment:** Any pilot, who harasses any of the Meet Officials, as determined by the Meet Director, shall be immediately disqualified, and his/her entry fees forfeited.
	5. **Dangerous Flying:** Any pilot, who flies in such a manner as to endanger other pilots, people on the ground, or other users of the airspace, as determined by the Meet Director or Safety Director shall be immediately disqualified, and their entry fee forfeited. (FAR 103.9 (a))
	6. **Federal Aviation Regulation:** Any pilot, who violates any other Federal Aviation Regulation, as determined by the Meet Director or Safety Director will be disqualified for the day.
	7. **Authority:** All rulings of the Meet Director shall be final.
3. **CONTACT INFORMATION**

Meet Organizer: Lori Lawson 425-681-2458

Meet Director: Lenny Baron 425-275-2162

Score Keeper: Aaron Rinn 818-439-1174

Safety Director: Tom Johns 509-682-0479

Meet Frequency: 151.925

1. **EMERGENCY CONTACT INFORMATION**

**Chelan:**

Lake Chelan Community Hospital

503 E. Highland/PO Box 908

Chelan, WA 98816

509-682-3300

**Wenatchee:**

Central Washington Hospital

1201 S. Miller St.

Wenatchee, WA 98801

509-662-1511

**Spokane:**

Valley Hospital and Medical Center

12606 E. Mission Ave.

Spokane Valley, WA 99216

509-924-6650

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| --- | --- | --- | --- | --- |
| **Abbrev. (GPS)** | **Name** | **Latitude** | **Longitude** | **Radius****(Miles)** |
| 17H220 | Old Inter. o f SR 17 & Hwy 2 | N47.623667° | W119.347500° | 0.25 |
| ALMI20 | Almira Grain Towers | N47.711864° | W118.936390° | 0.25 |
| BADG33 | Badger Flats (B.mt.Rd & Rd.8 SW) | N47.492519° | W120.197182° | 0.25 |
| BLAG47 | Blag Mountain\* | N47.601772° | W120.509776° | 0.25 |
| BREW09 | Brewster Airport | N48.104839° | W119.720389° | 0.25 |
| BRID09 | Bridgeport Bridge | N48.002106° | W119.654164° | 0.25 |
| BUTT37 | Chelan Butte (near tower) | N47.807125° | W120.033686° | 0.5 |
| COUL18 | Coulee City Airport | N47.613523° | W119.249833° | 0.25 |
| CRES25 | Creston | N47.758483° | W118.527439° | 0.25 |
| FARM24 | Farmer Grain Towers | N47.612386° | W119.813267° | 0.25 |
| FRST52 | Forest Mountain\* | N47.844603° | W120.270809° | 0.25 |
| HART19 | Hartline Grain Tower | N47.691262° | W119.103123° | 0.25 |
| JULY35 | Fourth of July Mountain\* | N47.962197° | W120.163147° | 0.25 |
| JYLZ12 | Chelan Junkyard (LZ) | N47.830150° | W120.009922° | 0.25 |
| KNEE26 | Knee of 172 (172 junc. w/ McNeil) | N47.814057° | W119.807186° | 0.25 |
| LAMO27 | Lamoine | N47.728858° | W119.899379° | 0.25 |
| LEAH20 | Leahy Junction | N47.918737° | W119.390944° | 0.25 |
| MANS23 | Mansfield | N47.815431° | W119.629972° | 0.25 |
| OKAN09 | Okanogan | N48.356000° | W119.595072° | 0.25 |
| OMAK09 | Omak | N48.412631° | W119.512794° | 0.25 |
| ORVL11 | Oroville Airport | N48.958056° | W119.411389° | 0.25 |
| PATE08 | Pateros Bridge | N48.050542° | W119.903917° | 0.25 |
| SIMS22 | Sims Corner | N47.815847° | W119.362695° | 0.25 |
| SMTH24 | Smith Lake Rd & SR174 | N47.975922° | W119.082870° | 0.25 |
| SOAP12 | Soap Lake (SR17 & SR28) | N47.381265° | W119.483110° | 0.25 |
| SOCR07 | Chelan Falls Soccer Field (LZ) | N47.798194° | W119.984833° | 0.25 |
| WATE26 | Waterville Airstrip | N47.656108° | W120.062892° | 0.25 |
| WILB22 | Wilbur Airport | N47.757383° | W118.740306° | 0.25 |
| WITH25 | Withrow Grain Towers | N47.702489° | W119.810139° | 0.25 |

**\* Caution:** Limited number of available LZs on routes to and near waypoints. Not recommended for hang glider pilots.

**Note:** The last 2 numeric digits of a waypoint’s abbreviation code indicate its MSL elevation in hundreds of feet.

**17H220 – Old Intersection of Hwy 2 & SR 17 North:** Now an abandoned roadway where SR 17 previously teed from the north at Hwy 2. The waypoint is located approx. 0.9 miles ENE of the present-day intersection of Hwy 2 and SR17. Approx. 2.5 miles west of Coulee City

**ALMI20 – Almira:** Grain towers on E side of town N of Main St. and Hwy 2 intersection.

**BADG33 – Badger Flats:** Junction of Badger Mountain Road and Road 8 SW. Approx. 7 miles NE of Wenatchee

**BLAG47 – Blag Mountain:** Summit located Approx. 5 Miles NNE of Dryden. Pilot caution: limited available LZs

**BREW09 – Brewster Airport:** Middle of runway (with hangar buildings). Approx. 2 mi. E of Brewster

**BRID09 – Bridgeport:** North side of the Bridgeport Bridge on SR 17 across the Columbia. East side of Bridgeport

**BUTT37 – Chelan Butte Tower:** Summit located approx. 2.5 miles SSW of Chelan

**COUL18 – Coulee City Airport:** Middle of runway, with hangars. Approx. 2 miles E of Coulee City

**CRES25 – Creston:** Five grain silos on the west side of town.

**FARM24 – Farmer:** Grain elevators on south side of intersection of Hwy 2 and SR172. Approx. 6.5 miles due south of Withrow

**FRST52 – Forest Mountain:** Summit located approx. 4 miles SW of the Lake Chelan State Park. Pilot caution: limited available LZs

**HART19 – Hartline:** Grain towers on east side of town, N of Hwy 2, east of Columbia Road NE (main north/south road through town).

**JULY35 – Fourth of July Mountain:** Summit located Approx. 5 Miles NNW of Manson. Pilot caution: limited available LZs

**JYLZ12 – Chelan Junk Yard LZ:** On Gorge Road approx. 2.5 miles SSE of the Chelan River Dam.

**KNEE26 – Knee of SR172:** Where SR172 makes a 90 degree bend at the intersection of McNeil Canyon road with SR 172.

**LAMO27 – Lamoine:** Intersection of Waterville N. Road (aka Road 8 NW) with road G NW. Just east of the farm houses

**LEAH20 – Leahy Junction:** Intersection of SR17 and SR174. NE corner of intersection

**MANS23 – Mansfield:** NE corner of town; intersection of Fifth St. and Railroad St. (SR 172).

**OKAN09 – Okanogan:** Intersection of Hwy 20 and SR 215 just west of the bridge across Okanogan River on the south side of town.

**OMAK09 – Omak:** North end of Hwy 97 Bridge across Okanogan River.

**ORVL11 – Oroville Airport:** Middle of runway, 1.5 miles north of town on east side of Lake Osoyoos.

**PATE08 – Pateros Bridge:** North end of Hwy 97 Bridge across Methow River at the Columbia River confluence. South side of town

**SIMS22 – Sims Corner:** Intersection of SR17 and SR172.

**SMTH24 – Smith Lake Rd:** Intersection of SR174 with Smith Lake Road. Approx. 5 miles W of the Grand Coulee Dam on SR174

**SOAP12 – Soap Lake:** Intersection of SR 28 and SR17, south end of town

**SOCR07 – Chelan Falls Soccer Field LZ:** One block east of the town of Chelan Falls. North side of restrooms

**WATE26 – Waterville:** NW corner of the runway at the NE corner of town.

**WILB22 – Wilbur Airport:** North end of runway west of town of Wilbur.

**WITH25 – Withrow:** Southeast side of grain elevators on the SE side of town