St Hil Cross Country Challenge

Rules

Article 1 : The goal of this challenge is to gather, besides the official FAI competition, the pilots willing to tack advantage of the logistic, the informations, and the atmosphere linked to the competition, without making race to goal challenges. They will be proposed to fly on the same site as competitors with the mean of discovering the place by trying some cross country flights.

Article 2 : Except for what concerns security, matter on which no deviation will be allowed, the ST Hil Cross Challenge claims to be everything except serious. It is a friendly get together having no official existence.

Article 3 : The challenge is open to any pilot respecting legacy about flying a hang-glider on the French territory. Every pilot is responsible for it's fly and eventually for its landing outside official FFVL landing fields. The level of engagement of it's fly should be coherent with it's abilities, and if not comfortable with certain circuit options, we expect pilots to renounce to them.

Article 3-2 : The minimum equipment required is a rigid or flex Hang Glider equipped with a harness and a helmet. Also mandatory is a radio, and not mandatory but appreciated, a GPS and a mobile phone.

Article 4-5 : Pilots will be gathered in teams of 3-4 participants. Each team will be assisted by a local pilot, who is mend to guide the team in their flight. The teams will be made the morning of the first competition day. Pre-determined teams are accepted.

Article 6 : The goal is then for every pilot to make it's one circuit the largest as possible and return to the defined goal. There are no imposed turn points. For every fly, the team receives points as defined in the French cross-country cup (CFD). The fly of the pilot assisting the team does not count. If the challenge last n days, the final score will be calculated over the best n-1 days for each team.

Article 7 : If the pilot does not land at goal, it's fly is not valid and he gets 0 points for it.

Article 8 :One person per team will be assigned to count the points each day. He will report the points and the achieved circuits to organisers every day.

Article 9 : Safety check rules and limit time for flight will be same as the one for the competition.

Article 10 : We look forward seeing you.