

WESSEX XC LEAGUE

rules & guidelines

Last Update
31 March 2011

Purpose of the League

- To encourage cross country flying within the club.
- To raise the profile within the club of cross-country flights made by its members.
- To recognise cross country achievements with the award of trophies .
- The flights entered in the league will determine the distribution of trophies at the end of the season.

Philosophy

- You can enjoy cross country flying without having lots of kit dangling off your harness. An air map and altimeter are all you need to fly XC but don't forget your wing, harness, helmet, reserve and wallet.
- Flying without a GPS is not a restriction but offers the best method of recording and validating flights.
- The rules are designed to make entry to the league as easy as possible.
- The league relies on trust. It counts on the good sportsmanship and honesty of participants, which means anyone found cheating will be eliminated from the league.

To enter the league...

- Join the Wessex Hang Gliding & Paragliding Club.
- Fly cross-country.
- Enter the details on the web based entry form or email the League Secretary for validation and recording to the relevant league table:
League Secretary xcleagues@wessexhgpg.org.uk
Online Entry Form, sign in here: <http://tinyurl.com/6dyxvct>

General Rules

- Coastal flights and ridge-runs are admissible with a maximum of one turnpoint, but no enhancement factors will be applied if the majority of the flight is along a cliff or ridge.
- Only flights within the UK and in compliance with air law are admissible.
- The season starts on November 1st and ends on Oct 31st.
- The minimum distance for an open distance flight is 5 km.
- The minimum distance for a turnpoint flight is 10 km.
- There is no limit to the number of flights that can be entered but only the best 10 will score in the Wessex leagues and the best 6 in the Go-for-It leagues.
- All flights are measured on the basis of Ordnance Survey Landranger Maps. If you are unable to provide this information, then contact the league secretary for assistance.

- Flight data must be submitted within 30 days of date of flight. Flights entered with more than a month delay will be admitted at the League Secretary's discretion
- The League Secretary reserves the right to consider the validity of each claim individually and to interpret any or all of the rules in a way which will benefit anyone making a sensible claim.

Turnpoints

- Where no GPS data can be provided a turnpoint should be a landmark which is clearly recognisable from the air and identifiable on OS Landranger maps. For example
 - churches
 - large roundabouts
 - bridges, particularly if over motorways, railways or rivers
 - triangulation points
 - the Cerne Abbas Giant, Durlston Head, etc.
- The start point can be the site grid reference or a defined point from the flight track. Up to 3 turnpoints can be submitted. The finish point can be the landing place or a defined point from the flight track. This means a max of 5 grid references can define a flight.

Declared Flights

- Proof of a declared goal prior to the flight is essential. This can be by text or email which are dated and timed as evidence of declaration prior to flight.
- It is not necessary to land at your declared goal: overflying it is acceptable but must be supported with evidence (GPS or photo).
- Only one goal may be declared per flight.

Enhancement Factors

All enhancements to scores will be in line with those stipulated in the National League:

<http://www.xcleague.com/xc/info/rulesflights.html>

Submission of Flights

- Flight data should be submitted to the League Secretary, preferably via the web entry form.
- Flight data should include at the very least :
 - Pilot's name (plus passengers name for tandem flights)
 - OS Grid references of take-off, landing and any turnpoints. (The League Secretary will be happy to provide assistance with this.)
- A complete entry will also include the following information:
 - Date of the flight
 - Glider flown
 - Take off site name

- Description of turnpoint, e.g., cricket pitch at Bere Regis, Corfe Castle, etc.)
- GPS data if available
- Where no GPS data is available, photographic or witness statements for flights in excess of 15 km. The witness can be another pilot landing with you or passing over you, or a member of the public. Photographic evidence must show a feature that can be recognised from directly overhead (e.g., Corfe Castle, aerial shot of Durlston Head, etc.) Photographs that do not give sufficient clues to define the location will not be accepted. The League Secretary will determine the turnpoint grid reference.
- You can support the Wessex club by entering your flights of more than 10 km into the National League.
- Flights entered into the Club League will automatically be entered into the National Wessex League. So just send a copy of your entry to the Wessex League Secretary and it will be automatically forwarded into the National League, Wessex Club League table.

The Wessex Area

- Defined as any launch site within an area bounded
 - to the west by grid line 360000 (runs through Maiden Newton)
 - to the east by grid line 425000 (runs through Barton on Sea) and
 - to the north by grid line 130000 (runs through Salisbury).
- Launch sites outside these boundaries will qualify for the Go-for-It League

The Leagues

PARAGLIDERS		
1st November 2010 to 31st October 2011		
THE PRIZE	THE RULES	THE CURRENT HOLDER
Wessex League	The total distance of the 10 longest flights from sites in the Wessex region only.	Shamus Pitts 357.3 km
Go-for-It League	The total distance of the 6 longest flights from anywhere in the UK.	Richard Westgate 837.5 km
Wessex Weekenders' League	The total distance of the 10 longest flights made on a Saturday, Sunday or Bank Holiday from sites in the Wessex region only.	Shamus Pitts 269.3 km
Longest Wessex Flight	The single longest flight from a site in the Wessex region only.	Marcus Webster 62.4 km
Longest UK Flight	The single longest flight by a Wessex pilot in the UK.	Richard Westgate 142.1 km
Wessex Tandem League	The total distance of the 10 longest flights by a tandem pilot from sites in the Wessex region only. Flights do not have to be with the same passenger.	Gary Puhl 7.4 km
Lemmings Trophy	The highest scoring out-&-return or triangle flight, preferably from a site in the Wessex region. If no entries meet the criteria, then the trophy will be awarded to the best attempt.	Richard Westgate 62.68 km / 175.5 points

PARAGLIDERS and HANG GLIDERS		
		1st November 2010 to 31st October 2011
THE PRIZE	THE RULES	THE CURRENT HOLDER
Airmail Rookie Award	The total distance of flights in the UK from a pilot who has done their first XC this season.	Richard Chambers 37.8 km
Volvo Award	The most spectacular, non-serious incident or the most incident prone pilot, as judged by the current holder. Involving a car if possible.	Pete Chalmers
Wessex Top Dog Award	The most exceptional flight for whatever reason deemed worthy.	Pete Chalmers 30.7 km / 53.3 points Attempted triangle from Mere

HANG GLIDERS		
		1st November 2010 to 31st October 2011
THE PRIZE	THE RULES	THE CURRENT HOLDER
Wessex League	The total distance of the 10 longest flights from sites in the Wessex region only.	Rob Dowdell 93.37
Go-for-It League	The total distance of the 6 longest flights from anywhere in the UK.	Tony Stephens 938.14
Wessex Weekenders' League	The total distance of the 10 longest flights made on a Saturday, Sunday or Bank Holiday from sites in the Wessex region only.	Rob Dowdell 53.95
Longest UK Flight	The single longest flight by a Wessex pilot in the UK.	Tony Stephens 124.33 km
Longest Wessex Flight	The single longest flight from a site in the Wessex region only.	Rob Dowdell 39.2 km
Barnett-Dignand Trophy	The winner of the annual competition between the Sky Surfers and the Wessex, goal decided on the day.	Competition did not take place in 2010